AGENDA

Clallam County Planning Commission

Planning Commission Meeting of Wednesday, November 5, 2025, 6:00 p.m.

The Planning Commission will conduct a regularly scheduled meeting in Room 160 of the Clallam County Courthouse, 223 East Fourth Street, Port Angeles, WA 98362 and by Zoom, meeting number 857 7304 5582 with passcode 12345. Materials regarding past and upcoming meetings are available at: https://clallamcountywa.gov/meetings

A. **CALL TO ORDER**

B. **PLEDGE OF ALLEGIANCE**

C. **ROLL CALL**

D. **WELCOME**

E. **APPROVAL OF MINUTES:** October 15, 2025

F. **ANNOUNCEMENTS:**

G. **PUBLIC COMMENT on AGENDA ITEMS (not subject of hearing)** – Please Limit Comments to Three Minutes

H. **UNFINISHED BUSINESS:**

I. **PUBLIC HEARING/COMMISSION ACTION:** Proposed Changes to Title 31 and Title 33, related to the Comprehensive Plan Periodic Update

J. **WORK SESSION ITEMS:** Continued work on the Comprehensive Plan Update and information regarding the Transportation Element and Capital Facilities Plan

K. **PUBLIC COMMENT** – Please Limit Comments to Three Minutes

L. **DISCUSSION OF PUBLIC COMMENTS**

M. **GOOD OF THE ORDER**

N. **ADJOURNMENT**

Members:
Chair, Steve Gale & Vice-Chair, Ron Long
Bonnie Booth; Thomas Butler; Katina Hester;
Kenneth Reandeau; Jane Hielman; Dann May; Warren Billups
Department of Community Development Staff:
Bruce Emery, Director; Tim Havel, Deputy Director, Donella Clark, Principal Planner

MINUTES

Clallam County Planning Commission

Meeting of October 15, 2025, 6:00 PM

A. CALL TO ORDER: The meeting was called to order at 6:00 p.m.

B. PLEDGE OF ALLEGIANCE.

C. ROLL CALL: Members present were Vice-Chair Ron Long, Ken Reandeau, Dann May, Katina Hester, and Tom Butler. Bruce Emery, Director, Tim Havel, Deputy Director, and Donella Clark, Principal Planner, represented staff from the Department of Community Development.

D. WELCOME: Vice-Chair Ron Long welcomed all in attendance. No public was present online or in the room.

E. APPROVAL OF MINUTES: Commissioner May motioned to approve the minutes with Commissioner Reandeau seconding. Motion passed.

F. ANNOUNCEMENTS: Open Public Meeting Act/Public Records Training November 3 at 1:30-3:30. Board of County Commissioners holding a public hearing on the RV ordinance November 10th.

G. PUBLIC COMMENT PERIOD: None.

H. UNFINISHED BUSINESS: None.

I. PUBLIC HEARING ITEM: None.

J. WORK SESSION ITEMS: Director Emery handed out additional changes to the development regulations from the consultant for review and discussion (attached). First discussed the changes provide by Clea Rome of WSU Extension on the changes to the agriculture inventory portion of the Comprehensive Plan. The changes reflect the reality of the farmlands that exist in the County. Commission next discussed the Planning Commission Discussion and Corresponding Recommendations to ensure staff captures those issues from the last meeting. Policies 4, 7, 8 and 9 were specifically discussed. Next the Commission discussed changes to the Accessory Dwelling Unit development codes and the removal of the Transfer Development Rights increase in density in UGA zones. Maps of the proposed zoning changes were discussed and the rationale why there areas were selected. Staff requested the Commission to recommend any changes to the regional plans or general comp plan. Commission some of the old language that still exists in the code. Language regarding Robin Hill Park was suggested to be removed by Commissioner Butler. Staff noted that County Parks and Recreation has its own plan and board to review their proposals to be GMA compliant. And lastly staff asked if there were any outstanding issues other than the transportation element that is still needed and the Capital Facilities Plan that should be submitted before the next meeting. It was agreed a public hearing should be scheduled November 5th with an understanding the hearing will need to be continued to hear comments regarding the transportation element when it is received.

K. PUBLIC COMMENT PERIOD: None.

L. DISCUSSION OF PUBLIC COMMENTS: None.

M. GOOD OF THE ORDER: None.

N. ADJOURNMENT: The meeting adjourned at __7:30_ p.m.

Clallam County Comprehensive Plan Update
Draft Amendments to the Clallam County Zoning Code, Title 33, CCC
Supplemental updates provided by Consultant, 10/15/25

The following additional excerpts from the Clallam County Zoning Code are being proposed by the County's Consultant for amendment. This information should be considered supplemental to the *Zoning Code Update Draft 100825*, which was included in your original packet. The proposed changes shown herein are required to be adopted concurrently with the County's Comprehensive Plan Periodic Update.

Urban Zones, Ch 33.13, CCC,

33.13.030 Urban Very Low Density (VLD).

(9) Open Space Overlay: When Urban Very Low Density zoning districts contain contiguous critical areas they are identified by an Open Space Overlay (OS) designation ~~which identifies them as an area from which development rights may be transferred~~.

33.13.050 Urban Very Low Density/Urban Low Density (VLD/LD).

~~(7) *Transfer of Development Rights.*~~

~~(a) Development rights may be transferred from any urban property located within an Urban Very Low Density/Open Space Overlay zone or any rural property located within an Open Space Overlay Corridor. Development rights may be utilized to increase densities in the VLD/LD zoning district utilizing the transfer of development rights process of Chapter 33.26 CCC.~~

~~(b) The base density of the VLD/LD zoning district shall not be increased above nine (9) dwelling units per acre.~~

33.13.070 Open Space Overlay/Open Space Corridors (OS).

The purpose of the Urban Very Low Density/Open Space Overlay Zoning District and the Open Space Overlay Corridor is to ~~identify areas which have development rights which may be transferred in order to~~ further protect the critical areas or habitats identified by these overlay designations. Land uses, densities, lot sizes and setbacks are those allowed in the underlying zoning district. ~~A development right in an Urban Very Low Density/Open Space Overlay Zoning District or an Open Space Overlay Corridor is established by the density of development allowed in the underlying zoning district. For example, every five acres of land in a Rural Low (R5) Zoning District within an Open Space Overlay Corridor has one development right. These development rights may be transferred as specified in Chapter 33.26 CCC.~~

Sequim Urban Growth Area, Ch 33.19, CCC,

33.13.030 Purpose of Districts.

(1) Sequim Urban Residential – II [S(R-II)]. The S(R-II) zone establishes areas of low density, urban residential development consisting primarily of single-family detached residences up to one dwelling unit to one acre without required urban level facilities and services and up to five dwelling units per acre with ~~transfer of development rights and~~ the provision of urban level facilities and services. The S(R-II) zone provides for consistency and predictability in established single-family neighborhoods.

(2) Sequim Urban Residential – III [S(R-III)]. The S(R-III) zone establishes areas of medium density, urban residential development consisting of single-family, duplex, or multifamily residences up to 10 dwelling units per acre with ~~transfer of development rights and~~ provision of urban level facilities and services. The S(R-III) zone is located in areas where urban services are or will be provided concurrent with development, and is typically found in close proximity to transit, with easy access to neighborhood parks, schools and shopping.

(3) Sequim Urban Residential – IV [S(R-IV)]. The S(R-IV) zone establishes areas of medium to high density, urban residential development consisting of single-family attached and detached; single-family small lot; multifamily duplexes, triplexes, and apartment development allowed at a density of up to 16 dwelling units per acre with ~~transfer of development rights and~~ the provision of urban level facilities and services. The S(R-IV) zone is located in areas where urban services are currently available or will be provided concurrent with development, and is typically found in close proximity to transit, with easy access to neighborhood parks, schools and shopping.

33.13.050 Bulk and Dimensional Standards.

(2) *Bulk, Dimensional and General Requirements.* Bulk, dimensional, and general requirements are herewith established and shall be provided in accordance with the minimum standards hereinafter set forth in Table (A) of this subsection. Bulk and dimensional standards measure the spatial, four-dimensional limitations of the site, including height, width, depth, and coverage. Lot size and residential density are also subject to ~~subsection (3) of this section and~~ CCC 33.19.060(1).

Table 33.19.050(2)(A). Bulk, Dimensional and General Requirements.

Zone	Minimum (feet)							Maximum		
	Lot Size	Lot Width	Required Setbacks[1]					Lot Coverage	Building Height (feet)	Residential Density
			Front			Side (each)	Rear			
			Access Road	Collector Road	Arterial Road					
S(R-II)	9,000 square feet	50'	20'	25'	35'	10'	15'	50%	35'	~~4 du/acre without TDR[2]~~

										~~OR~~ ~~up to~~ 5 du/acre ~~with TDR~~
S(R-III)	9,000 square feet for single-family 9,000 square feet plus 2,000 square feet per additional unit for duplex and multifamily residences regardless of the number of buildings	50'	20'	25'	35'	10'	15'	50%	35'	~~4 du/acre without TDR~~[2] ~~OR~~ ~~up to~~ 10 du/acre ~~with TDR~~
S(R-IV)	6,000 square feet for single-family 6,000 square feet plus 2,000 square feet per additional unit for duplex and multifamily residences regardless of the number of buildings	50'	20'	25'	35'	10'	15'	50%	50'	~~4 du/acre without TDR2~~ ~~OR~~ ~~up to with TDR~~ 16 du/acre

2 Clallam County will allow for a maximum residential density of four dwelling units per acre without the transfer of development rights from lands zoned Agricultural Retention. Residential density greater than four dwelling units per acre up to the maximum allowed residential density of the zone (see above) shall require transfer of development rights from an Agricultural Retention zoned lot(s) pursuant to subsection (3) of this section. The requirement for the purchase or transfer of development rights shall not apply to the construction of up to two dwelling units on a legal lot of record created prior to July 28, 1998.

(3) *Transfer of Development Rights.* This chapter designates the S(R-II), S(R-III), and S(R-IV) residential zones as receiving areas of transferable development rights from lands designated Agricultural on the Official Sequim-Dungeness Regional Comprehensive Plan Map, as amended, consistent with CCC 31.03.230(6)(a), Comprehensive Plan Policy 10. Table 33.19.050(2)(A) establishes the residential density for which transfer and/or purchase of transferable development rights shall be required within the S(R-II), S(R-III), and S(R-IV) zones. The actual transfer and/or purchase of transferable development rights shall follow the requirements as set forth under Chapter 33.26 CCC.

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Memorandum

Date:	**October 24, 2025**
To:	**Clallam County Planning Commission**
From:	**Bruce Emery, Director of Community Development**
Re:	**Planning Commission CPU Public Hearing, November 5, 2025**

Thank you all for the great work on the CPU to date! In preparation for the public hearing on Wednesday, November 5, 2025, the following have been included in your packet:

- Updated Draft Amendment Comprehensive Plan documents, including:
  - Ch. 31.01 Comprehensive Plan Overview
  - Ch. 31.02 County-Wide Comprehensive Plan
  - Ch. 31.03 Sequim-Dungeness Regional Plan
  - Ch. 31.04 Port Angeles Regional Plan
  - Ch. 31.05 Straits Regional Plan
  - Ch. 31.06 West-end Reginal Plan, and
  - Ch. 31.08 Implementation
- The set of draft map revisions representing changes in Land Use and zoning for portions of the Clallam Bay/Sekiu UGA (Exhibit A), and portions of the Sequim UGA (Exhibits B & C).
- Draft amendments to the text of the Zoning Code to implement housing policies,
- Summary of Planning Commission Policy Recommendations,
- Summary of Response to Public Comments including policy recommendations, and
- Summary of Substantive Changes within the PCU to date.

Chapter 31.01, Comprehensive Plan Overview, was not included in any of the work sessions. The changes proposed are simply GMA-compliance suggestions offered by the consultants. I'd be happy to answer any questions on these changes before or at the outset of the meeting on November 5th. Chapter 31.08 includes the recommended changes to initiating the 10-year CPU as presented by Commissioner Billups. Again, if you have any questions, please feel free to reach out or ask during the meeting. The remaining plan documents are as we discussed in work session.

Substantive Changes Summary and other documents. My hope is the Summary of Substantive Changes is responsive to the request made at the last work session to document the work accomplished to date. We will be preparing "Commerce Checklist" that corresponds to the consultant's analysis and communicates to the Department of Commerce all the measures taken to address gaps and deficiencies within the Comprehensive Plan relative to changes under the GMA. The Checklist is extensive and appears to exceed what you were looking for in this documentation.

I included updates to the Response to Public Comments and the Planning Commission's Policy Recommendation sheets for your information and to maintain public transparency on the range of considerations and actions taken by the Commission on these issues.

Conservation Futures. As a side matter, I did consult with our Conservation Futures Program coordinator. He confirmed that some CFP recipients do use the proceeds of the program to restrict further division of their property that they then offer on a lease-basis to area farmers. One example is the 19.6-acre parcel on the west side of Towne Road at the intersection with Old Olympic Highway.

Schedule and Remaining Elements. As of writing this report, we are still without our updated Transportation Element and final Capital Facilities Plan. I have been in contact with the consulting team, and they are working to get this information to us at their earliest opportunity. While this deficiency is significant, we propose to introduce both items, once received, and then work-session them during the following meeting date. The public hearing would then be continued to the next available meeting, offering ample opportunity (minimum four weeks) for review and hearing following introduction. I spoke with our regional contact from the Department of Commerce who confirmed this was an appropriate process under the circumstances. I will keep you informed at the earliest opportunity if there are any changes regarding this matter.

Thank you again for all your dedication and work. If you have any questions regarding this information, please contact me at 360-417-2323 or at bruce.emery@clallamcountywa.gov.

Sincerely,

Bruce W Emery

Bruce Emery, Director
Clallam County DCD

Clallam County Comprehensive Plan Update, 2025
Summary of Substantive Changes
October 24, 2025

The following summarizes the substantive changes incorporated into the draft Clallam County Comprehensive Plan Update (CPU) as required under the Washington Growth Management Act, RCW 36.70A (GMA), and as instructed by the Clallam County Planning Commission to date.

A. Future Land Use Map Amendment.

- Changing approximately 31.3 acres within the unincorporated Sequim Urban Growth Area from Sequim Urban Residential II (S(R-II) to Sequim Urban Residential III (S(R-III)) Designation. These are proposed in two locations: 14.1 acres north of E. Silberhorn Road near 7th Ave., and 17.2 acres east of N. Sequim Ave., and north of E. Hendrickson Road (see Density Analysis Memo (9/12/25) and inset maps, attached).
- Changing all of the current Urban Residential High (URH) Designation to the Urban Moderate Density (MD) Designation within the Clallam Bay/Sekiu UGA. Note that a high percentage of this area is designated critical areas. Further, only 24 high-density residential units (30 total residential units) are projected to be needed in the UGA over the 20-year planning horizon. The need for the change is to meet the high-density target for low, very low and extremely low-income segments.

B. Text of the Countywide Comprehensive Plan.

- Generally, several sections were reorganized by sequence to match the sequence within the GMA.
- CCC 31.02.050 *Definitions*. (17) Amend "Essential public facilities" to include "...opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites..."
- CCC 31.02.050 *Definitions*. (32) expands the definition of "Rural Character."
- New section CCC 31.02.100, General land use policies. Requires coordination with cities to ensure implementation of county-wide planning policies, identification of lands useful for public purposes, special consideration for achieving environmental justice, and reducing wildfire risk.
- CCC 31.02.115(2)(d), Encourage monitoring economic conditions to implement the TDR program once conditions support its success.

- CCC 31.02.120(8), Supporting the Clallam County Agricultural Commission in their efforts to strengthen farms in Clallam County.
- CCC 31.02.200 through .230, Updated recent data on population trends, and changing "citizens" to "residents" throughout.
- CCC 31.02.230, Eliminated time-sensitive population data in favor of including such data under the Land Capacity Analysis and County Profile, to be included as Appendices.
- CCC 31.02.240, Establishing policy on the development of urban design standards for unincorporated UGAs not affiliated with an incorporated city.
- CCC 31.02.280, Amended cited studies to eliminate past historic information and include updated studies and new data.
- CCC 31.02.281, Update language to reflect current wording under the GMA and for internal consistency.
- CCC 31.02.282, Updated to reflect requirements of RCW 36.70A.070(2), and to integrate current data. Eliminated listing of housing data in favor of adoption of the LCA as an Appendix.
- CCC 31.02.283(3)(b), included "zero lot line standards" as an alternative for expanding housing opportunities.
- CCC 31.02.283(3)(h), enacts the temporary suspension of the Transfer of Development Rights (TDR) program and requires monitoring to determine when economic conditions are right to reestablish the program to support its success.
- CCC 31.02.283(3)(i), requires the development of siting criteria in the Zoning Code for the placement of emergency housing and emergency shelters.
- CCC 31.02.283(3)(j), advocate for functional balance between landlord and renter communities with respect to local and state regulatory frameworks.
- CCC 31.02.283(3)(k), Policy supporting the establishment of a registry for vacation rentals.
- CCC 31.02.340(1)(c), removal of reference to the "interim critical areas ordinance." It is now permanent.
- CCC 31.02.410, Table 7, Updated reference to ASHTO Highway Capacity Manual, 2018, for LOS methodology.
- CCC 31.02.415, Updated data on transportation facilities inventory.
- CCC 31.02.420(1)(vi), Policy supporting implementation of traffic-calming techniques where clear public benefit and local circumstances support.

- CCC 31.02.432, Updated data on Transit facilities and service inventory.
- CCC 31.02.435, Eliminated section in favor of transitioning to Zoning Code or Appendix.
- CCC 31.02.440, Modified introductory paragraph to include required GMA language concerning multi-modal transportation objectives.
- Table 31.02.610(B), updated with current development data.
- Figure 31.02.610(G) and (H), updated with current development data for unincorporated UGAs.
- CCC 31.02.620, Included a range of text edits for internal consistency and to promote economic prosperity. Policies could lead to growth in manufacturing, tourism, timber industry, and maritime, and agritourism. Tourism focus will include expanding peak tourism seasons by promotion of year-round recreational opportunities. Growth in infrastructure is also prioritized.
- New Section CCC 31.02.810, Climate Change and Resiliency Issues. The section sets forth a range of objectives and measures intended to strengthen the County's ability to meet the challenges and risks associated with climate change and reduce the impact of catastrophic events relating thereto.
- CCC 31.02.820(2)(c), supporting the transition of the County fleet, where feasible and practicable, to non-gas/diesel-powered to electric-powered or other renewable energy sources.

C. Text of the four Sub-Regional Comprehensive Plans.

Sequim-Dungeness Regional Plan, Ch. 31.03

- Generally, incorporates updated language that is currently found under the GMA.
- CCC 31.03.140(2)(d), eliminated the listing of road segments by LOS, and instead referring the Six-Year Transportation Improvement Plan (TIP) where such decisions are appropriately made and periodically updated.
- CCC 31.03.170(2), Modified inventory language to reflect current data within the LCA States the need to consider industrial expansion within the region to promote living-wage employment.
- CCC 31.03.190(1)(d), integration of climate element language for internal consistency and to implement new policies under the GMA.
- CCC 31.03.230(6), Reiterates the suspension of the TDR program, and establishes need for a market study to determine when economic conditions will support the TDR program for later implementation.

- CCC 31.03.290(3), amended to allow for modification of UGA boundary outside of the CPU schedule "...where clear public benefit exists in accordance with RCW 36.70A.110(8)." This language also appears under CCC 31.03.350(8),
- CCC 31.03.310(8)(b), eliminated language concerning lot size that is no longer current with the provisions of the GMA concerning urban density.
- CCC 31.03.320 through .520, included link to Future Land Use Map for reference, and updated neighborhood data.

Port Angeles Regional Plan, Ch. 31.04

- CCC 31.04.030, Edits were made updating data and inventory description.
- CCC 31.04.115, Updates to data to make current.
- CCC 31.04.115(2)(c), eliminated the listing of road segments by LOS, and instead referring to the Six-Year Transportation Improvement Plan (TIP) where such decisions are appropriately made and periodically updated.
- CCC 31.04.115(6), expanding language concerning multimodal transportation consistent with current GMA requirements.
- CCC 31.04.120, update text with current housing data.
- CCC 31.04.140, integration of climate resiliency language for internal consistency (also see CCC 31.04.150, .210(1)(d)).
- CCC 31.04.230(3), eliminated language concerning lot size that is no longer current with the provisions of the GMA concerning urban density.
- CCC 31.04.310, included updates to data for current information.
- CCC 31.04.315(4)(e), eliminated language concerning TDR program, pending outcome of market analysis and reestablishment under the County-Wide Comprehensive Plan.

Straits Regional Plan, Ch. 31.05

- CCC 31.05.170(2), updated with current land use data.
- CCC 31.05.210 (3)(Policy 12), recognizes the existence of the Clallam Bay-Sekiu Community Advisory Committee.

Western Regional Regional Plan, Ch. 31.06

- CCC 31.06.010, Eliminated the RPC vision statement as the committee no longer exists.

- CCC 31.06.040, amend vision statement to tie in as part of broader Comprehensive Plan (not stand-alone).
- Table 1 (CCC 31.06.050), updated with current data.
- Minor edits throughout to update to current data, and use language that is internally consistent.

D. Changes to the Zoning Code required concurrently with CPU in accordance with RCW 36.70A.130(5)(b).

- Most of the requirements of RCW 36.70A.681, setting new standards for Accessory Dwelling Units (ADUs) in UGAs, have been implemented under the Clallam County Zoning Code under a separate Ordinance and analysis under SEPA. This process predates the CPU, thereby meeting the adoption concurrency requirement of RCW 36.70A.680(1).
- Changes to CCC 33.03.010, *Definitions:*
    - "Emergency housing." Providing definition for new standards needed to implement RCW 36.70A.070(2).
    - "Emergency shelter." Providing definition for new standards needed to implement RCW 36.70A.070(2).
    - "Household." Expanding definition relative to occupancy to reflect requirements of Washington Housing Policy Act, RCW 46.63.220.
    - "Permanent supportive housing." Providing definition for new standards needed to implement RCW 36.70A.070(2).
    - "Transitional housing." Included in preparation should the BOCC choose to pursue the adoption of an expanded supportive, transitional, emergency and permanent housing (STEP) program. No plan adoption is proposed as part of the CPU.
- Suspending the implementation of the Transfer of Development Rights (TDR) program as required under CCC 33.13.030(9), 33.13.050(7), 33.13.070, 33.19.030(1 through 3), 33.19.050(2 and 3), and Table 33.19.050(2)(A). Note that new policy under CCC 31.02.283(3)(h) requires the monitoring of economic conditions and reestablishment of the TDR program once conditions are conducive to its success.
- Including "family daycare provider" and "home enterprises" as allowed outright under CCC 33.15.060(1), Rural Limited Commercial (RLC), per Commerce Checklist items II.c and II.f, respectively.
- Including "emergency housing," "emergency shelter," "permanent supportive housing," and "transitional housing" under CCC 33.15.070(1), Urban

Neighborhood Commercial (UNC), and CCC 33.15.090(1), Urban Center (UC), allowed uses.

- Including "emergency housing" and "emergency shelter" under CCC33.15.080(1), Urban Regional Commercial (URC), allowed uses.
- Including "emergency housing," "emergency shelter," "permanent supportive housing," and "transitional housing" under Table 33.20.040(A), Carlsborg Village Center (CN), Carlsborg Commercial (CC), and Carlsborg General Commercial (CGC), allowed uses.
- Provide a new subsection (9) to CCC 33.50.010, that allows for the sale or conveyance of an ADU as a condominium, if located within an UGA.
- Amend CCC 33.50.030(5) to allow for ADUs within designated UGAs to be sold or conveyed as a condominium in accordance with RCW 64.34.
- Amend CCC 33.50.040(4)(b) to require, where applicable (within UGA, greater than ½ mile from transit stop), one off-street parking space per ADU for lots smaller than 6,000 SF before any zero lot line subdivisions or lots splits, and two off-street parking spaces per ADU for lots greater than 6,000 SF before any zero lot line subdivisions or lot splits.

Clallam County Comprehensive Plan Update
Public Comments and Corresponding Recommendations
August 12, 2025, with updates through the 10/15/25 Planning Commission Work Session

The following summarizes issues raised during the public engagement and outreach efforts taken by Clallam County as part of its 2025 Comprehensive Plan Update (CPU). Efforts included several private and public community event presentations, an online survey which ran from December 26, 2024, through March 24, 2025, and public engagement meetings held in Clallam Bay (7/17/25), Joyce (7/22/25), Sequim (7/23/25), Forks (7/24/25) and Port Angeles (7/30/25). Public testimony has been invited throughout the CPU process, originating in June 2024. The Planning Commission has considered the enclosed comments during work sessions, starting on 8/20/25 and concluding on 10/15/25. The following summary identifies the issues raised, and if a policy is warranted, a draft policy that is being recommended by the Planning Commission. Nothing in this document is intended to restrict the Planning Commission or the Board of County Commissioners from considering any and all reasonable alternatives. All comments received have been retained by Clallam County as part of the record for the CPU.

Comment/Issue	Recommended Policy/Amendment	Staff Notes
1) Need for maintaining transportation arterial flow throughout Clallam County, including bypass for the City of Port Angeles, Palo Alto intersection, Blyn, and possibly Forks in order to address congestion, for the wellbeing of the community and to facilitate economic development. The Bonneville Power Easement corridor was identified as a possible route.	Existing Policy: CCC 31.02.420(1)(c)(ii). Review need for new or alternative highway alignment to improve circulation and regional mobility in the Port Angeles subregion. Observe and track potential regional congestion points along the SR 101 corridor throughout Clallam County, and plan for new highway corridors and bypass alternatives as needed to address congestion and maintain arterial flow and efficient regional mobility.	Comment at public outreach meeting, 7/17/25. Current policy appears to limit concern regarding regional mobility on SR 101 to the Port Angeles area. The proposed language will expand this concern to all areas that pose a risk of congestion and impacts to regional mobility.
2) Alternative/emergency access routes should be developed for the North Coast (SR 112 to Neah Bay), including the development of an alternative route from Forks to Neah Bay.	Recommend amending existing Policy CCC 31.02.420(1)(c)(iii). Pursue~~Review~~ the development of~~need to have~~ a new highway connection from Neah Bay to Ozette along or near the coast.	Comment at public outreach meeting, 7/17/25.
3) Consideration should be given to relocating the sewer treatment facility for Clallam Bay/Sekiu away from the shoreline as a resiliency and emergency management measure.	Proposed Climate Goal 3: Promote building retrofits and new construction that is sustainably built to minimize environmental impacts and enhance resilience against extreme weather and other risks exacerbated by climate change.	Comment at public outreach meeting, 7/17/25. Proposed language of Goal 3, Climate Element, addresses the concern of this comment.

4) Policy and regulatory approaches to managing commercial forestry should carefully consider the present costs of doing business in forestry (e.g. land, equipment, transportation, labor, etc.).	Recommend a new Subsection 31.02.140(5): Development of policy and regulatory approaches to managing commercial forest lands should carefully consider present and ever-changing costs of conducting commercial forest operations, including land, equipment, labor, regulatory compliance, and transportation. Where feasible, regulations should be crafted to facilitate commercial forestry and avoid presenting a barrier to the same.	Comment at public outreach meeting, 7/17/25.
5) Barging and marine transportation should be strengthened as a means of facilitating industrial business operations in Clallam County as a cost- and logistically-effective alternative to trucking.	Recommend a new subsection CCC 31.02.420(2)(a)(iv): Explore the siting of a new marine barging facility within the Clallam Bay/Sekiu UGA to establish and facilitate industrial marine transport.	Comment at public outreach meeting, 7/17/25.
6) Clallam County should consider incentives and disincentives to address the proliferation of second-home and investment home vacancies, and to restore adequate rental stock.	Recommend a new subsection CCC 31.02.283(3)(h): Consider implementation of incentives and disincentives, such as special tax initiatives, to facilitate second-home and out-of-area owners providing their homes for medium (>30 days to one year) and long-term (one year or more) rental opportunities.	Comment at public outreach meeting, 7/17/25. **Amended language proposed in response to 8/20/2025 Planning Commission work session.**
7) HipCamp (commercial campgrounds) is strongly supported by some residents, who own and operate a facility without issue. Fire concerns were expressed as one issue that might be addressed through controls, such as fire pit density standards and clear zones.	Recommend adding the following to subsection CCC 31.02.620(1)(j)(iv): • Standards should be considered for recreational uses in rural areas, including limited camping facilities along non-motorized trails such as the Olympic Discovery Trail, and commercial outdoor oriented activities: o Standards for buffering and landscaping to ensure compatibility with surrounding rural land uses shall be accomplished. o Standards for noise, traffic, light, and glare, and other nuisance characteristics.	Comment at public outreach meeting, 7/22/25. Sequim and Port Angeles Regional Plans (CCC 31.03.270(8) and .04.260(6)(c), respectively) call for development of operational standards for private campgrounds, setting a minimum lot size of five acres. Straits and West End CPs do not specifically mention campgrounds but generally support outdoor-oriented recreational uses with reasonable conditions to minimize nuisances and impacts. Recommend standardizing policy under the Countywide Comprehensive Plan to establish broader consistency and direct implementation of standards and thresholds.

	○ Such uses shall be located on a minimum parcel size of five acres.	
8) Community bicycle access to the Discovery Trail is supported as a priority. The commentors noted that with younger people, vehicle ownership is down, especially with the expansion of e-bike use. Safe bicycle access to community and regional trail corridors is important.	Recommend amending existing Policy 31.02.420(5)(c): A system of lateral/feeder routes should connect Highway 101 to the Olympic Discovery Trail. Additional lateral routes should be explored and developed to provide expanded multimodal connectivity between residential areas, community features, and the Olympic Discovery Trail.	Comment at public outreach meeting, 7/22/25.
9) Road design standards should reflect rural character and needs, limiting the width and scope of road dimensions. It was expressed that wider streets promote speeding.	No policy recommendation.	Comment at public outreach meeting, 7/22/25. Clallam County has adopted by Ordinance the City and County Design Standards for the Construction of Urban and Rural Arterial Collectors (1999, per RCW 35.78.030 and RCW 43.32.020). The Standards incorporate AASHTO standards, making the County eligible for State and Federal Funding for road maintenance and safety improvement implementations. Reducing road dimensions below the design criteria would harm the County's ability to maintain this needed funding.
10) Concerning *no net loss*, it was suggested that standards should provide clarity as to what it means and how it is applied.	No policy recommendation.	Comment at public outreach meeting, 7/22/25. Staff agrees that clear communication on the meaning of the term should be provided, however, this is appropriate for consideration under the required updating of the CAO and not necessarily the CPU.
11) The question was raised whether the four subregional planning boundaries within Clallam County should be modified.	No Policy Recommendation.	Comment at public outreach meeting, 7/22/25. Although the boundaries of the four Subregional Planning Areas should be evaluated from time-to-time, the topography, intervening state and federal ownerships, and other community identity factors suggest that the current planning boundaries continue to accurately function to divide the County into convenient sub-regional units appropriately situated for the development of specific land use policies crafted according to local needs specific to each geographic location.

12) It was questioned whether trails should have a separate process from the 6-Year Transportation Improvement Plan (TIP) process, as it places prioritizing trails with road improvements and maintenance.	No policy recommendation.	Comment at public outreach meeting, 7/22/25. Matter was discussed with the Deputy Public Works Director. Although trail facilities are allocated through the 6-Year Transportation Improvement Plan (TIP) along with road projects, the two do not typically compete directly for the same funding sources. Trails are required under the GMA as part of the multi-modal transportation facility requirement, and establishing priority projects through the TIP is an effective way of determining priority projects.
13) It was expressed that no growth should be allowed; the rural character of the County is why people move here.	No policy recommendation.	Comment at public outreach meeting, 7/23/25. The requirements of the GMA mandate that we plan for growth, not preempt it. No policy recommendation is advised. Protection of rural character is achieved under the GMA with rural land use and zoning designations to create a framework that allows for growth while maintaining rural character.
14) With reference to SR 101, it was expressed that one road in/one road out is problematic. The County should explore multiple access points to the Peninsula.	Recommend amending proposed Policy 10.1, Climate Element: Explore options for designing new and expanded roads and multiuse pathways to minimize impacts on shorelines, accommodate sea-level rise, preserve ecological functions, and avoid disrupting water-related uses, public access, and habitat restoration. Identify roads and bridges vulnerable to flooding and landslides and collaborate with the Washington State Department of Transportation (WSDOT) to improve resilience of assets outside the County's jurisdiction, including identification of alternative access corridors within and outside of Clallam County's jurisdiction to create redundancies for emergency preparedness and to increase connectivity between the Olympic Peninsula and the rest of Western Washington. This will include ~~W~~working with cities and Tribes to map infrastructure and create agreements for alternate transportation routes in parks, private lands, and Forest Service roads to ensure public safety and emergency access.	Comment at public outreach meeting, 7/23/25. Recommended language to specifically address connectivity between Peninsula and rest of Western Washington.

15) The Sequim Bypass project was referenced as a good start for regional arterial flow. The emerging choke-points of Palo Alto road and Blyn suggest we should be planning for bypasses to these areas as well.	No policy recommendation.	Comment at public outreach meeting, 7/23/25. Proposed edits to CCC 31.02.420(1)(c)(ii), Comment 1, above, already address the concerns of this comment.
16) It was suggested that disincentives, such as increased taxes, be applied to properties with vacant homes to help stimulate housing stock.	No policy recommendation.	Comment at public outreach meeting, 7/23/25. This issue was already addressed above.
17) Concern was expressed over the acquisition of private lands by area Tribes and then not having to abide by zoning or other land use regulations.	No policy recommendation.	Comment at public outreach meeting, 7/23/25. The acquisition of land by local tribal communities and conversion to tribal trust status is well within the protected and sovereign right of the tribal entities. No policy recommendation is warranted.
18) It was suggested that the County implement protections for manufactured home parks to protect elderly and low-income tenants from change of use resulting in evictions.	No policy recommendation.	Comment at public outreach meeting, 7/23/25. Although concern does exist with respect to existing mobile home parks being converted to another use, establishing a regulatory prohibition on conversion is feared to create a disincentive for the development of needed low-income housing through creation of new manufactured home parks or other housing.
19) Concern was expressed that families could no longer simply divide their property to leave equal parts to their children, resulting in younger people leaving the area.	No policy recommendation.	Comment at public outreach meeting, 7/23/25. Fundamental to the GMA is that only rural densities (one home/five acres and less) be allowed in rural areas and only urban densities (at least 4 homes/acre) be allowed in urban areas. Outside of LAMIRDs, anything in between is considered sprawl and is prohibited.
20) It was expressed that the tightlining of irrigation ditches was causing harm to area aquifers and the County should enforce against it under the Critical Areas Ordinance. Petition signatures signed by 73 signatories.	No policy recommendation.	Comment at public outreach meeting, 7/23/25. The Dungeness Valley Irrigation tightlining project was originated within the WRIA 18 Watershed Plan. A Final Environmental Impact Statement was issued for the project in November 2003. The project is sponsored by the Washington Department of Fish & Wildlife, is considered a

		watershed restoration project in accordance with RCW 89.08.460(2)(c), and possibly a fish enhancement project in accordance with RCW 77.55.181. Local permit authority is preempted by RCW 77.55.181(3)(a) and RCW 89.08.470. Further, since it was originated by the WRIA 18 Watershed Plan, Clallam County does not oppose the project in any way as it addresses the illicit withdrawal of waters of the Dungeness.
21) It was noted that the tourism industry is very important to Clallam County. The commentor noted that Clallam County should allow commercial campgrounds outright in all rural zones, and the conditional use permit process is too onerous and should not be required.	No policy recommendation.	Comment at public outreach meeting, 7/24/25. As noted earlier (Comment 7), draft policies have been proposed to strengthen the possibility of prescriptive standards and thresholds for private commercial campgrounds throughout the County. That policy recommendation addresses the concerns expressed here.
22) It was suggested the County allow a campground to operate for two years and then require a conditional use permit only if issues arise.	No policy recommendation.	Comment at public outreach meeting, 7/24/25. See responses to Comments 7 and 21, above.
23) Concern was expressed over the cost and onerous requirements of the CUP process for development a commercial campsite. The commentor identified several benefits HipCamp and similar private campgrounds provide the region, including preservation of the natural environment, open space, and contributing to the tourism industry. Discussions over possible prescriptive standards and thresholds for primitive campgrounds were discussed	No policy recommendation.	Comment at public outreach meeting, 07/30/25. See responses to Comments 7, 21 and 22, above.
24) The use of private cisterns as a means of supplementing fire suppression efforts by rural fire districts was supported.	No policy recommendations	Comment at public outreach meeting, 07/30/25. Use of cisterns for potable water or other purposes (fire flow) are administered by the

		Environmental Health Division and not the DCD. It is not necessary for a policy regarding their use for fire suppression or otherwise.
25) Concern was expressed whether changes to the Comprehensive Plan could render formerly-issued conditional use permits invalid. Staff provided assurance that once issued and the use maintained, a CUP remains vested for the duration of the use, regardless of changes in zoning.	No policy recommendation.	Comment at public outreach meeting, 07/30/25. Once a Conditional Use Permit is issued, it is vested for the life of the project. No policy changes are warranted.
26) Concern was expressed that, given the breadth of issues covered in the Comprehensive Plan, adequate time for Planning Commission and BOCC review was not provided, and changes should be adopted requiring a minimum Two-year review process for a CPU. The commentor noted that metrics were needed and reporting required under CCC 31.08.200(12) had not been provided.	Recommend a new subsection CCC 31.08.380: **Periodic Update of Comprehensive Plan.** In accordance with the requirements of RCW 26.70A.130 as now or hereafter amended, the Comprehensive Plan shall be reviewed every 10 years and updated to ensure compliance with the current requirements of the Growth Management Act and in response to community needs and desires. To ensure adequate opportunity for public engagement and involvement and full consideration by the Planning Commission and the Board of Clallam County Commissioners, said review should be initiated 24-months prior to the deadlines established under RCW 36.70A.130(4) and (5), as applicable.	Comment at public outreach meeting, 07/30/25. In a perfect world, staff would have completed the LCA and other background research well in advance of forwarding any draft recommendations on the CPU, with ample time for consideration. Unfortunately, it was not understood the degree to which GIS had been neglected for the prior 3.5 years, or the true scope of new elements to the LCA as are now required. These setbacks along with setbacks in procuring consultant assistance could not have been fully anticipated. Simply codifying a desired schedule for the CPU could place the process in jeopardy by setting requirements that may or may not be achievable under any range of circumstances. For this reason, staff does not recommend codifying a review schedule. Concerning the reporting parameters identified in CCC 31.08.200(12), this information was established with the first iteration of the Comprehensive Plan under the GMA (1995). At the time, reporting on the identified parameters seamed reasonable and was thought to assist in future CPUs. There was also a fully-staffed Long Range Planning Division at that time, which no longer exists. To our knowledge, complete reporting under this section has not occurred since, and under current staffing, is not going to in the future. It may be preferable to strike this section altogether to eliminate false expectations. **Draft language proposed in response to 8/20/2025 Planning Commission work session.**
27) Concern was expressed that studies conducted and provided to Clallam County	No policy recommendation.	Comment at public outreach meeting, 07/30/25. The concept has been discussed with Legal Counsel. Notice-to-Title requires

approximately ten years prior indicated multiple properties at risk of sea level rise and wildfire risk. The commentor mentioned that eastern Clallam County ranked fifth in the state concerning risk of catastrophic loss due to wildfire. The commentor noted that with that knowledge, the DCD had an obligation to provide notice to title to alert landowners to the risk, and that the County should map these areas of concern.		certainty in determining the condition. In the Critical Areas Ordinance, Notice-to-Title is a requirement of permit approval based on an accurate determination of the presence of a critical area. As a policy that would simply apply across a broad spectrum of landowners, the Notice would create substantial liability to the County for clouding of title. It is recommended that public outreach and education be favored over Notice-to-Title.
28) Concern was expressed regarding Canada's use of the Strait of Juan de Fuca for transport of oil sands crude—citing that it is heavier than water and could result in catastrophic ecosystem loss should a spill occur.	Recommend amending subsection CCC 31.02.340(15) as follows: The coastline, coastal waters, and upland areas should be protected from the recognized problems and depreciation which could be brought about by oil ports and development associated with an oil port, oil storage, oil or crude transport, and oil pipeline.	Comment at public outreach meeting, 07/30/25. The jurisdictional influence of Clallam County over commercial transport by Canada is limited. However, to the extent that such policy could give Clallam County a voice in addressing safety concerns of crude and oil transports within the Strait of Juan de Fuca, the policy would have positive impact.
29) It was suggested that the Comprehensive Plan be considered expansive with regard to other jurisdictions and should be integrated with regional and international issues that impact Clallam County.	No policy recommendation.	Comment at public outreach meeting, 07/30/25. RCW 36.70A.100 requires that Comprehensive Plans be coordinated with, and consistent with, neighboring city and county jurisdictions. However, the intent of this provision is to ensure that choices made by one jurisdiction do not adversely impact the choices made by another concerning future growth and development. It does not mean, for example, that the plans should be the same or call for the same remedies for identified issues. And while part of the consideration of future planning may involve infrastructure or resources that cross jurisdictional boundaries, there is still a clear limit, tied to the jurisdictional boundary, on the influence one jurisdiction can have over another. Coordinating and influencing common issues is important for all jurisdictions to do. But there is no authority within the GMA that grants a county or city jurisdictional control over another.

30) Concern was expressed that public funding should be devoted to the extension of urban services (sewer, water, power, etc.).	No policy recommendation.	Comment at public outreach meeting, 07/30/25. Commentor did not recommend policy but merely saw it as a funding obligation of the BOCC. Staff informed the commentor that provision of urban services are typically the responsibility of the adjacent city jurisdiction, not Clallam County.
31) Additional support for HipCamp and private for-profit campgrounds, reiterating concerns that the CUP process is too expensive and onerous.	(same as above)	Comment at public outreach meeting, 07/30/25.
32) Concern was expressed that the final recommendation of the Consultants concerning the Transportation Element should be afforded a public discussion opportunity.	No policy recommendation.	Comment at public outreach meeting, 07/30/25. Suggest holding additional public information meetings once transportation and CFP elements are complete.
33) With regard to expanding industrial land base, the Maritime Program being offered at Peninsula College should be coordinated with that effort as commercial sea transport works in tandem with, and supports, industrial development and growth.	Recommend amending subsection CCC 31.02.620(j)(ii): • Recognize and endorse marine services as an economically significant industry in which Clallam County has unique qualities and competitive advantages; Chapter 31.02 CCC, County-Wide Comprehensive Plan Page 219 of 233 The Clallam County Code is current through Ordinance 1021, passed July 9, 2024. • Support the development and maintenance of essential marine infrastructure within the County, including marinas, industry piers, boat ramps and recreational access facilities. • Clallam County should coordinate industrial land base expansion (zoning) with the Peninsula College Maritime Program, to leverage growth in maritime transport/industry with industrial expansion.	Comment at public outreach meeting, 07/30/25. Incorporating the maritime educational program may be an avenue to further leverage the success of the expansion of industrial land base with the transportation opportunities available at the Port of Port Angeles. This is one solution to the added costs of trucking from the Peninsula.
34) Supports identifying (mapping) private forest lands at risk of conversion. Such forests are priorities for set-aside under Natural	No policy recommendation.	Comments received 5/28/24. RCW 79.17.300 deals with State Trust Lands, which are not likely to ever convert. These lands are already mapped and identifiable. With respect to RCW 70A.65.270,

Climate Solutions account funding (RCW 70A.65.270) or Trust Land Transfer legislation (RCW 79.17.300).		lands likely to convert include all residential zoning districts and mixed residential/forestry. It's unclear of any benefit would be realized by this requested mapping exercise.
35) Concerns were expressed over issuance of recent shoreline permits/exemptions allowing development of bulkheads and similar shore revetments. The letter requests a strategy that protects property and shorelines along Three Crabs Road. The commentors go into great depths the range of environmental and health-related problems that will likely emanate from continued sea level rise and other effects of climate change.	No policy recommendation.	Comments received 3/26/25. The permit issues in question are related to the Clallam County Shoreline Master Program (SMP), promulgated under the Shoreline Management Act, not the GMA. Staff has been working on solutions to the permitting issues encountered. A policy change is not needed and is not appropriate given the legislative source of the regulation; however, this matter will be retained for consideration in the future review and update of the SMP.
36) Recommends including the agricultural accessory use standards under CCC 33.48 be included in the CPU, and that they be extended to farms located within designated UGAs. The commentor cites the requirement for a conditional use permit as unfairly burdensome.	No policy recommendation.	Comments received 5/28/25. The issue of specific agricultural accessory uses is appropriate for review. However, it remains staff recommendation that, due to higher residential densities and the imperative to promote affordable housing, agricultural accessory uses should not be considered a priority within designated urban growth areas. Such uses are still available under a conditional use permit.
37) Supports treating short-term rentals as "cottage industries" to be supported by the Comprehensive Plan.	No policy recommendations.	Comments received 1/22/25. Short-term rentals (STRs) presently provide visitors to the Peninsula opportunity to stay in a range of locations and settings in converted residences and other structures, They provide the landowner opportunity for additional income, and provide the local economy increased spending through tourism. But due to their popularity, they also can be in competition for limited available housing stock. Presently, the Code is neutral on whether they are an asset to be promoted or a detriment to be regulated. When the City of Port Angeles did an analysis of the extent of STRs within city limits, they found that for every STR, there were four vacant homes with out-of-area owners. While staff recommends that the issue be studied further (see recommendations below), we are not in a position to recommend regulatory controls, or to recommend that they be promoted.

38) Supports modifying the Airport Overlay District, Airport Development (Zone 3) to eliminate the restriction of "no human occupation" and support short-term rentals, AirBNBs, and other lodging and service uses affiliated with the Sequim Valley Airport.	Recommend amending subsection 31.03.340(8)(d): The County shall ensure the continued viability of the Sequim Valley Airport, including assurance that adjacent land uses do not cause conflicts with the continued use and maintenance of the airport. This may include exploring the feasibility of expanding allowed uses within the Airport Development (Zone 3) portion of the Airport Land Use Compatibility Overlay to include vacation rentals and other limited lodging services to serve aviation traveling customers.	Comments received 1/7/25. Staff reviewed WSDOT Airports and Compatible Land Use Guidebook (January 2011) and relevant portions of Federal Aviation Regulations Part 77 (FAR). The primary focus of airport planning includes the compatibility of adjacent land uses with the expected noise and operational nuisances associated with airport uses. Secondarily, the Airport Overlay District also concerns itself with the uses and intent of the underlying zone—in the case of Sequim Valley Airport, the Agricultural Retention (AR) Zone. However, the Airport Development (Zone 3) area is limited and already contains airport-related facilities. If restricted to this portion of the site, approval of the amended policy would not further intrude into viable agricultural lands but would improve the economic viability and services provided by the airport. Since the services would be provided by the airport to airport clientele, there would be no non-compatibility issues.
39) The Cities and County should coordinate in planning for the UGAs. Is current zoning appropriate to achieve the city's vision for future annexations? Are the development standards correct?	No policy recommendations.	Comments received 3/10/25. The cities and the County have been in coordination as required under RCW 36.70A.100 and the Countywide Planning Policies. This coordination will continue through the completion of the CPU, development regulations (to be completed within six months of the CPU), and the updating of future service extension and annexation agreements.
40) Supports ordinance enabling low-impact camping on private land. Suggests performance standards for fire safety, noise, sanitation, waste management, and other considerations.	No policy recommendation.	Comments received 7/29/25. See response to Comment 7, above.
41) Supports primitive camping on private property via HipCamp. Includes several resources for communities that have adopted standards and processes for approval.	(Same as above)	Comments received 7/1/25. See response to Comment 7, above.

42) Supports expanded opportunity for "…affordable, transitional, and supportive housing that allows pets and emphasize proximity to health care, transportation, and commercial areas." Options should be varied. Economic opportunity should include unskilled labor and job training for skilled positions. Changing climate should foster consideration of homelessness vulnerability.	No policy recommendation.	Comments received 5/17/25. The increased requirements for housing affordability to all income segments address, in large part, the concerns of this section. Because extremely low, very low and low-income housing (0-80% AMI) are located within cities and UGA's, such housing will be located within proximity to health care, transit, and commercial areas. Climate Policies 5.1, 9.1, 9.3 and 9.4 address homeless vulnerabilities with climate change. Recognizing and supporting education and training for a skilled workforce is also supported under CCC 31.02.610(8)(c).
43) Identifies that the S(DRP) zone has only one business owner and the Department of Ecology, unwilling to sell. No jobs will be created for people who live there.	No formal response at this time.	Comments received 7/1/25. We recognize the practical deficiency expressed in this comment and are working with the City to develop practicable solutions. We will provide them to the Planning Commission once complete.
44) Requests expansion of policies and regulations controlling nighttime light pollution and light trespass. The letter identifies five principles, including: allowing only exterior lighting that is necessary, targeting lighting only where it is needed, allowing exterior light only at levels no greater than necessary, using exterior lighting only where it is needed, and using warm-color lights where possible.	Recommend amending subsection CCC 31.02.340(11)(b) as follows: To reduce light pollution while meeting the needs for public safety, encourage the use of reflectors and appropriate aiming on new outdoor lighting to minimize the upward scattering of light. Performance standards for exterior~~commercial~~ lighting should be developed which minimize night glare and hours of operation at the minimum level to protect property and public safety. Considerations for the development of reasonable standards may include the use of light only when and if it is needed, direct light only where it is needed, control light so it is no brighter than is needed and use warm-color lights where practicable.	Comments received 7/31/25. In addition to protecting dark sky and aesthetic benefits, reasonable standards for exterior lighting also reduces energy usage and minimizes environmental impacts as well. These impacts emanate most profoundly from uncontrolled commercial and industrial development but can also be experienced significantly from residential development. **This issue was discussed, but ultimately no change was directed by the Planning Commission (8/20/25).**
45) Expressed concern about moisture loss and water resource use (e.g. pumping of ground water) on lands as outpacing glacial melt as leading cause of freshwater discharge to the world's oceans. The correspondence included a link to a report finding the same.	No policy recommendation.	Comments received 8/3/25. Climate Element policies 12.1 through 12.5 and 13.1 address the concerns expressed.

46) Requests inclusion in the County's Climate Vulnerability Assessment. Recognizes Clallam County's service availability as more appropriate given remoteness of western Jefferson County. Recognizes Tribe's vulnerability regarding risks to SR 101. Recognizes Tribe's risk to wildfires given lack of their own fire department. And dependency on PUD #1 of Clallam County as primary power service provider. Requests inclusion summarizing risks to Tribal lands.	Recommend amending the Clallam County Climate Vulnerability Assessment (CCCVA) to include the Hoh Nation as socially vulnerable community, including common risks affiliated with SR 101, wildfire, power service continuity, and nexus with Clallam emergency response providers. Note that the CCCVA is a plan-document for the updated Hazard Mitigation Plan. Any modification of the CCCVA will be for CPU purposes only, and will not impact the approved Hazard Mitigation Plan.	Tribal comments received from the Hoh Indian Tribe, 2/20/25.
47) Provided response of survey of Tribal citizens. Areas of concern include: need for all types of housing for all income levels, including transitional; reduce barriers to economic development in Forks, improve transportation services to Reservation lands; improve internet (broadband) and power service availability and outage response; improve provision of emergency services such as fire response; management of cultural and natural resources especially on timber lands; expand access to land to practice Treaty-reserved rights, including harvesting and hunting; protect & restore habitat degradation from logging; increase the amount of land devoted to cultural preservation and environmental protection; concerns about the range of potential climate change impacts; and the need to move to higher ground due to tsunami threats. Priorities are articulated to closely align with land use, transportation, public utilities, housing, and economic development. Natural	Housing affordable to all income segments is addressed in the Housing Element of the Comprehensive Plan (CCC 31.02.290-.293) and will mostly impact housing availability within the Forks UGA. Economic development policies are established under CCC 31.02.720. Recommend amending CCC 31.02.420(3)(h) to read: "The supply of transit service shall be consistent with population and employment densities. More service should be provided to urban growth areas and the interconnection of urban growth areas and tribal centers and reservations, than to rural areas." Support for broadband service extension is provided for under CCC 31.02.720(4). Proposed Amendment to CCC 31.02.720(6), below, addresses concerns regarding power service resilience. Improved fire and emergency response are addressed under Climate Policy 8.1, 8.2, and 8.4. Concerns about protection of cultural and natural resources from climate-related risks are addressed under Climate Policy 4.1 and 4.2. Concerns regarding protecting and restoring habitat are	Tribal comments received from the Hoh Indian Tribe, 6/20/25.

environment and cultural resources should be protected.	addressed under CCC 31.02.340, and specifically under Subsection (7).	
48) Requesting holistic approach to low-bank shoreline armoring in eastern Clallam County. Concerns cite impacts of hard—armoring on sensitive beach environments subject to drift cell dynamics, and shifting erosion impacts to neighboring properties.	(see comments on same issue, above).	Tribal comments received from the Jamestown S'Klallam Tribe, 3/21/25.
49) Provided response of survey of Tribal citizens. In addition to identifying areas of concern, the response included a series of recommendations: Culverts resulting in fish barriers need to be addressed; Streamflow trends and climate change threaten salmon; invasive species pose a significant concern; Coastal tribes require finding to meet the challenges of climate change; inter-governmental coordination needs to be expanded; proximity and access to shoreline and marine amenities, cultural and natural resources should be protected; development should be appropriately located to avoid impacts; parks and recreational opportunities should be expanded and protected for all users; housing affordable to all income levels should be accelerated in existing urban centers; expand proper commercial siting to increase job opportunity while protecting natural and cultural amenities; Expand emergency, youth, seniors, and parks and recreational services; protect critical infrastructure, expand community engagement, and increase funding for supporting climate resiliency.	Recommend new subsection CCC 31.02.340(1)(f): Clallam County shall prioritize culvert replacement and similar issues that presently result in barriers to fish passage as part of the Six-Year Transportation Improvement Plan (TIP) process. The broad list of other concerns expressed are specifically addressed under CCC 31.02.293, .340, .593, and .620 and Draft Climate Policies 4.1, 4,2. 7.1 through 7.5, and 8.1 through 8.5.	Tribal comments received from the Quileute Tribal Council, 7/2/25. The prioritization of culvert and fish-barrier replacement will not only address identified issues impacting the health and survivability of anadromous fish species but also help to protect the County against legal action that could result without a deliberate prioritization of this issue (see United Staes V. Washington, Case No. 70-9213). Concerning other issues raised, several existing and proposed changes to the Comprehensive Plan already address the concerns identified.

50) Identified a lack of healthcare access in Forks and Sequim, for certain age groups, and concerns about the financial stability of OMC.	Recommend a new subsection CCC 31.02.820(11): Although not identified as a public facility under Table 12, above, given the fiscal challenges and decreasing availability of medical service facilities relative to population, Clallam County should explore opportunities and creative zoning solutions to facilitate the placement of medical service facilities throughout the County to closely align with community needs.	51 Respondents. Medical service facilities are listed as a permitted land use within all commercial zoning districts except Tourist Rural (TR). There exists ample capacity to accommodate existing and future facilities. Facility growth and funding adequate for their continued function is a matter beyond the scope of the Comprehensive Plan or development regulations. **Draft language proposed in response to 8/20/2025 Planning Commission work session.**
51) Need for economic development that supports living wage jobs including ecotourism, agritourism, technology, manufacturing and logging.	Expansion of technology sector policies is provided under Amendment to CCC 31.02.620(1)(j)(v), below. Modifications to the economic development policies of CCC 31.02.620, includes expansion of manufacturing, timber products, maritime and construction—all employment clusters determined by the EDC to include "prosperity-wage jobs." Support for agrotourism already exists under CCC 31.02.115(5)(b).	39 Respondents.
52) Concerns over lack of childcare facilities and family-friendly activities, family wage jobs, all needed to support young families	No policy recommendation.	30 Respondents. Family day care providers (12 or fewer children) are allowed outright in most residential zones. Child daycare centers (unlimited) are allowed with a CUP in rural zones and allowed outright in all urban zones. Proposed economic policies are intended to integrate recommendations of EDC and NODC and are designed to stimulate business growth in sectors that support family-wage jobs.
53) Support for better Code enforcement for derelict houses, RVs, vehicles and garbage.	No policy recommendation.	16 Respondents. Draft RV Ordinance is in process and is intended to provide Code Enforcement broader tools designed to address proliferation of residential use of RVs and related impacts.
54) Support and opposition expressed for addressing homelessness	No policy recommendation.	14 Respondents claim too many resources devoted, 13 Respondents claim not enough. Housing element (CCC 31.02.280 through .283) is intended to stimulate housing growth in all income brackets, including emergency shelters and emergency housing. Increases in housing stock and available no-cost and low-cost

		options will help address the concerns of this issue, and are mandated under the GMA.
55) Support for expanded and improved public beach access across the County	No policy recommendation.	13 Respondents. CCC 31.02.340(14) already contains very strong language regarding the identification and development of access points to the County's shoreline areas. No further policy is recommended.
56) Concern expressed over Tribal Trust Land removing land base from tax roles	No policy recommendation.	12 Respondents. See comments provided above regarding this issue.
57) Support expressed for Tribal community efforts, such as environmental restoration and community services.	No policy recommendation.	4 Respondents. Tribal partners do play a role in co-managing community resources and the provision of benefits to the broader community for tribal initiatives and community services. No additional policies are necessary for this work and continued collaboration on areas of mutual concern.
58) Concerns expressed over the conversion of farmland, development sprawl, and the need for development to be consolidated within UGAs.	No policy recommendation.	22 Respondents. The concerns expressed in these comments are addressed broadly and specifically under the Land Use, Rural Development and Housing Elements of the Comprehensive Plan. No further policy recommendations are warranted.
59) Support for glass recycling and commercial composting.	No policy recommendation.	10 Respondents. Composting and recycling, although convenient, are not identified under the definition for public services or public facilities (RCW 36.70A.030(32) & (33)). They are typically contracted services with for-profit companies. Currently, glass recycling does not produce a sustainable economic return and is likely not to be reestablished until favorable economic conditions reemerge. They are an available option within most commercial and industrial zones.
60) Support for a free community center that fosters arts and culture.	No policy recommendation.	7 Respondents. Planning Commission was concerned that need was not clearly established and did not wish to see the obligation memorialized.

61) Support for decreasing frequency/duration of power outages on the west end.	Recommend including a new subsection CCC 31.02.720(6) to include: Policy 6. Power and utility service providers should be encouraged to integrate resiliency and redundancy in utility service extension design, where practicable, in order to avoid service outage, disruption, and duration.	1 Respondent. Draft language incorporates concern and coincides with recommended Climate Element policies.
62) Increase transit service frequency and locations to include recreational areas.	No policy recommendation.	16 Respondents. Service routes and other provisions of Clallam Transit are established in the Clallam Transit System Comprehensive Transportation Plan. While the Comprehensive Plan incorporates portions of the Transit Plan, it is not appropriate for scheduling or service areas to be determined in the CPU.
63) Support for commercial passenger air service from Fairchild Int'l Airport to SeaTac and other regional airports.	No policy recommendation.	16 Respondents. CCC 31.02.420(4)(e) already articulates support for a passenger airline carrier to and from SeaTac.
64) Increase service times and expansion of Strait Shot commuter service.	No policy recommendation.	14 Respondents. See response to Comment 63, above.
65) Support for completing the Olympic Discovery Trail.	No policy recommendation.	8 Respondents. The Olympic Discovery Trail is already strongly supported in the Comprehensive Plan (CCC 31.02.415(6), .420(5)(b), and .441).
66) Support for Clallam Transit Free Transit Program and encouraging its continuance.	No policy recommendation.	8 Respondents. See response to Comment 63, above.
67) Support for more dedicated bike lanes on certain rural roads with reduced speed limits.	No policy recommendation.	5 Respondents. CCC 31.02.442 describes multiple bicycle routes along existing collector and arterial roads that provide linkage to SR 101 and the Olympic Discovery Trail along with dimensional criteria for improving safe bicycle access. Several of these projects have not yet been completed but remain a priority given their listing. Reducing speed limits involves a dedicated process including approval by the Board of County Commissioners.

68) Support for additional access points off the Peninsula, and support for bypassing choke points such as Port Angeles.	No policy recommendation.	4 Respondents. See response to Comment 14, above.
69) Support for form-based zoning in UGAs that prioritizes transit mobility, pedestrian and non-motorized access.	No policy recommendation.	4 Respondents. Several of the urban commercial zoning districts allow multi-use, integrated residential and commercial uses. In the more established residential neighborhoods, integrating commercial uses is less than ideal from a neighborhood character and identity standpoint.
70) Support for road and street repairs	No policy recommendation.	3 Respondents. Funding procedures for street repairs are already provided for under CCC 31.02.410.
71) Support for train access to I-5 Corridor	No policy recommendation.	3 Respondents. Train access would be desirable from a transportation and economic development standpoint. Unfortunately, former rights-of-way have been reverted back to private ownership and intervening development make re-establishment of train facilities impracticable.
72) Support for expanded sidewalk development.	No policy recommendation.	3 Respondents. Sidewalk implementation as a condition of new development and as a preferred design feature of public roads is already provided under CCC 31.02.420(5)(f) and (k).
73) Concerns regarding inability to use parks without feeling unsafe from proliferation of homeless people.	No policy recommendation	14 Respondents. The challenges of homelessness are addressed, in part, in the Housing Element and further supported under the Economic Development Element of the Comprehensive Plan. The HHS Five-Year Homelessness Plan also assists with the effort of getting unhoused people housed. Beyond these efforts, vagrant use of public spaces, such as parks, is a matter of law enforcement and not within the scope of the CPU.
74) Support for keeping County parks primitive and natural (undeveloped).	No policy recommendation.	6 Respondents. Development standards and design criteria for County parks are established within the Clallam County Parks and Recreation Comprehensive Master Plan. Although cited as a mandatory element under RCW 36.70A.070, in accordance with Subsection .070(10), and because state funding for the

		implementation of the Parks Master Plan has not been provided, parks and recreation is not required as part of the Comprehensive Plan. For that reason, there are no corollary policies regarding County parks in the Comprehensive Plan.
75) Support for more public restrooms.	No policy recommendation.	4 Respondents. Restroom facilities affiliated with recreational sites should be the function of the managing agency. This is not the function of the DCD nor is the Comprehensive Plan the appropriate place for consideration on this issue.
76) Support for turning abandoned mills into open space.	No policy recommendation.	4 Respondents. The creation of open space, while providing public benefits, does need to be balanced with other community needs, including economic development. Abandoned mills within residential or resource zoning districts may be good candidates for conversion to open space, while abandoned mills within the limited industrial land base should arguably be made available for reuse or redevelopment in kind in order to expand potential for prosperity-wage jobs.
77) Support for protecting existing trails and forests from logging.	No policy recommendation.	5 Respondents. The Comprehensive Plan recognizes and manages for the multiple users of commercial forest lands, including timber harvesting and recreation, among others (CCC 31.02.130(3)). Because of its importance to the local economy and for revenues to junior taxing districts, timber harvests will continue as valued users of our forest resources. At the same time, the Comprehensive Plan recognizes and supports development of outdoor recreational opportunities "...provided that the recreational activity is compatible with commercial timber harvest (CCC 31.02.140(6))."
78) Support for preservation of shoreline buffers and requiring that structures be moved instead of shore armoring	No policy recommendation.	3 Respondents. Shoreline buffers are managed through the Shoreline Master Program and not the Comprehensive Plan. Current rule making under the Department of Ecology instructs that moving a structure out of harms way is preferable to altering the shoreline environment with bulkheads or other revetments.

79) Support for ADA accessibility and variety in County parks	No policy recommendation.	3 Respondents. As noted earlier, park facility policy is adopted through the Clallam County Parks and Recreation Comprehensive Master Plan and is a focus separate from the CPU.
80) Support for more neighborhood County parks	No policy recommendation.	2 Respondents. As noted earlier, park facility policy is adopted through the Clallam County Parks and Recreation Comprehensive Master Plan and is a focus separate from the CPU.
81) Support for more parking at trailheads.	No policy recommendation.	2 Respondents. As noted earlier, park facility policy is adopted through the Clallam County Parks and Recreation Comprehensive Master Plan and is a focus separate from the CPU. Clallam County has no jurisdiction concerning state and federal parks.
82) Support and opposition to a campground at the proposed Miller Peninsula State Park.	No policy recommendation.	2 Respondents. The likely development of the Miller Peninsula State Park is recognized in the current Comprehensive Plan (CCC 31.03.415(6)(a)). Development of the park should require intersection improvements at Diamond Point Road and SR 101, and along Diamond Point Road (CCC 31.03.415(4)).
83) Demand for County to support skilled trades.	No policy recommendation	8 Respondents. CCC 31.02.610(8) identifies and supports a wide range of business sectors vital to the economic well-being of the County, including building trades, education, finance, forest resources, Health services, information technology, marine services and tourism.
84) Support for more regulation of short-term rentals (STRs), with one asking for reduced regulation of STRs.	Recommend Amending CCC 31.02.281(4) to include a new subsection (k), as follows: Clallam County should coordinate the monitoring of short-term rentals to determine the extent of the number of units operating within the County, and to what extent these units are impacting the price and availability of housing and rental stock.	7 Respondents. There are strong opinions on the issue of short-term rentals (STRs). Many feel their presence substantially increases competition (and price) for limited housing and rental stock. Others see economic benefit through tourism dollars. Whether the situation requires a regulatory remedy depends on the extent of exactly how many units are operating in Clallam County (we don't fully know) and what impact, if any, these units are having with respect to limited, affordable housing. The recommended policy would provide guidance on a path forward.

85) Support for expansion of area grocery stores.	No policy recommendation.	4 Respondents. All but two of all commercial zones allow grocery stores outright. The development of grocery stores are not significantly restricted by regulations but are a matter of economics and demand.
86) Support for promoting Clallam County as a center for climate education and research.	Amend Resilience Sub-Element Overview to incorporate the following: Clallam County is uniquely situated to both hedge against climate change impacts and provide real-time data on the impacts of climate change across all priority sectors. The Olympic Mountains, shorelines and riverine systems, extensive forest resource lands, differences in watershed dynamics and functions, and settlement patterns and built environment, make Clallam County an appropriate location for climate education and research. In recognition of the direct benefits to the community for science-based information, Clallam County should be promoted as a center for climate education and research.	3 Respondents. The benefit to the community would be vetted information on not only climate impacts, but potential recommendations to achieve broader resilience. The Climate Element is divided among 11 priority sectors. However, education and research is a cross-cutting function, impacting all sectors. Suggest the recommended policy statement be incorporated at the end of the Resilience Sub-Element Overview.
87) Support for promoting tech industries in Clallam County	Recommend a new policy, CCC 31.02.620(1)(j)(vi): Information and Technology: • Encourage and promote the development of high-tech industries in Clallam County. • Continue to support the extension and completion of broadband service throughout Clallam County. • Encourage and promote industries and businesses that support high-tech industry needs.	2 Respondents. Currently, language supporting high-tech industry development is absent from economic development policies. Increased broadband internet and remote capability holds potential for future tech industry development, which could provide expanded economic opportunity.
88) Opposition to supporting measures towards climate change and climate resiliency.	No policy recommendation.	15 Respondents. The Climate element and corresponding policies are mandated under RCW 36.70A.020(14) and .070(9).
89) Support for prioritizing climate and environment.	No policy recommendation.	7 Respondents. Climate and environmental protection through critical areas policy, regulation, and adoption of the Shoreline

		Master Program, are already mandated under the GMA and addressed in the Draft CPU.
90) Concerns that climate regulation could make housing construction prohibitively expensive.	No policy recommendation.	5 Respondents. Policy 3.1 of the Climate Element recommends modification to building standards to reduce impacts of climate change. Such a change could increase the cost of construction; however, the cost of failure to keep pace with climate change could result in far greater cost in repairs, insurance premiums, or loss of insurance coverage. Requirements under the Wildlands Urban Interface legislation (RCW 19.27.560) will likely meet or exceed the implied requirements of this policy and will be mandated under state law.
91) Support for prioritizing water availability in development of new homes and parcels, including creation of a water steward position.	No policy recommendation.	5 Respondents. Goal 12 and policies 12.1 through 12.4 of the Draft Climate Element address these concerns. The implementation of a Water Steward position with the County was not included as a ballot measure by the Charter Review Commission.
92) Support for protecting and restoration of ecological resources that aid in climate resilience, including old-growth forests.	No policy recommendation.	3 Respondents. Draft Climate Element policies 4.1, 7.1 and 7.3 through 7.5 address the stated concerns.
93) Focus on natural disaster preparedness such as Cascadia earthquake.	No policy recommendation.	2 Respondents. The Clallam County Hazard Mitigation Plan was recently approved by FEMA and addresses the concerns expressed.
94) Support regulations that prevent development in high risk and environmentally sensitive areas.	No policy recommendations.	2 Respondents. The requirements of the Critical Areas Ordinance and Shoreline Master Program address several issue areas related to this concern. Additionally, Draft Climate policies 13.1 through 13.3 provide an additional framework for considering increased flood, wildfire, and other climate-related risks.
95) Supports County use of electric vehicles	Recommend a new subsection CCC 31.02.820(2)(c): Although Clallam County is not required under House Bill 1181 to reduce greenhouse gas emissions, opportunities to take such measures would	2 Respondents. More detailed language was derived by Planning Commission that amends includes a new Subsection CCC 31.02.820(2)(c)(see Planning Commission Recommended Policy #8).

	nevertheless be in the public interest and could improve resiliency. Therefore, with increased resiliency in energy generation and transmission, the County should explore grant funding and other resources for the transition of the County vehicle fleet from gas/diesel-powered to electric-powered or other renewable energy sources, where feasible and practicable. The same should be pursued concerning gas-powered maintenance equipment.	
96) More affordable housing including high-density housing and housing that targets seniors, youths, students, and the disabled.	No policy recommendation.	58 Respondents. The new housing element, predicated on the land capacity analysis completed for the CPU, addresses the concerns expressed within the capabilities of the Department.
97) Supports shift from extraction-based economy to a tourism-based economy.	No policy recommendation.	5 Respondents. Consistent with the EDC's Five-Year Economic Plan, economic development policies being recommended under the CPU, among others, recommends and supports focus on four "prosperity clusters" for promoting economic development: maritime, manufacturing, timber products, and construction. Tourism, while good for the business owner, does not typically provide prosperity-wage jobs. Policies that would diminish prosperity wage jobs would be counter-productive with this focus and is not recommended.
98) Support for expanded multi (mixed)-use buildings.	No policy recommendation.	3 Respondents. Mixed-use buildings, including a range of commercial and urban-density residential, are already allowed under most urban-commercial zoning districts. Policy support is already established under CCC 31.02.281(4)(b) & (g).
99) Support for improved internet access.	No policy recommendation.	2 Respondents. See response to Comment 88, above.
100) Support for a moratorium on large housing developments.	No policy recommendation.	2 Respondents. In order to meet our housing objectives and improve the stark housing shortage that currently exists, new housing must be created.

101) Support for a more circular, local economy.	No policy recommendation.	1 Respondent. Policies promoting agricultural products development and economic policies focusing on prosperity-wage employment clusters will help to increase economic growth, promote local products, and generate economic relationships that strengthen the local economy. Further policies are not recommended.
102) Support for residential occupancy of RVs.	No policy recommendation.	1 Respondent. The RV Use Ordinance, currently in process, addresses the concerns related to this matter. No further policy is recommended.
103) Support for reducing permitting time and costs.	No policy recommendation.	1 Respondent. Clallam County updated its Fee Schedule Ordinance in 2024. Building and Planning fees were brought into a range comparable with the aggregate of six comparable county jurisdictions. As a percentage of over-all project costs, County permitting fees remain affordable and do not presently represent a significant deterrent to development.
104) Assist the subdivision of property with grants to pay for water and sewer.	No policy recommendation.	1 Respondent. The provision of sewer and water services are important to future growth and development, especially in presently unserved, unincorporated UGAs. However, such projects have to be approached from a regional perspective. Obtaining grants, if possible, for individual projects, would constitute use of public funds for personal gain, which is not allowed.
105) Create neighborhood centers that do not require access to SR 101.	No policy recommended.	1 Respondent. Historic development patterns typically coincide with the highway corridors of SR 101 and SR 112. Under the GMA, "neighborhood centers" fall under one of two categories: UGAs or Local Areas of More Intense Rural Development (LAMIRDS). The designation of both are dependent, in part, on the historic development patterns that existed with the passage of the GMA (1990). The Transportation Element does include policies intended to reduce reliance on direct highway access, but in large part, that is where our urban and rural centers are located as a historic reality.

106) Limit growth on the east side of the County to within City limits only.	No policy recommendation.	1 Respondent. There is no reasonable mechanism for achieving this desired outcome.
107) Improve bike access and network of bike rentals.	No policy recommendation.	1 Respondent. The Bicycle Plan establishes routes designated for bicycle corridors (CCC 31.02.442, and subregional plans). Several of these routes coincide with urban and rural centers that provide opportunity for bicycle rentals. The expansion of rental opportunities are more a function of economic demand than lack of policy.
108) Tax home vacancies.	No policy recommendation.	1 Respondent. See response to Comment 6, above.
109) Improve day care availability.	No policy recommendation.	1 Respondent. As noted above, family day care providers (12 or fewer children) are allowed outright in most residential zones. Child daycare centers (unlimited) are allowed with a CUP in rural zones and allowed outright in all urban zones. The development of new daycare facilities are more a function of economic demand than lack of policy.

The above suggested policies have been included as a means of addressing comments received within the framework and requirements mandated by the Growth Management Act and that are internally consistent with other requirements of the Comprehensive Plan. They are not intended as the only alternatives available.

If you have any questions regarding this information, please contact me at 360-417-2323 or at bruce.emery@clallamcountywa.gov.

Sincerely,

Bruce Emery, Director
Clallam County DCD

Clallam County Comprehensive Plan Update
Planning Commission Discussion and Corresponding Recommendations
Final Determination from Planning Commission, October 15, 2025.

The following recommends policy amendments and new policy language addressing concerns expressed by individual Planning Commissioners, taking into consideration the discussions that took place during the three prior work sessions.

Concern/Issue Discussed	Recommended Policy/Amendment
1) Suggested policies to support the development of uniform development standards within UGAs, including sidewalks (surface materials), street lighting and landscaping, Setbacks, signage, commercial advertising (canopies, sign angles), shielding trash cans, etc. Think "theme of development." **Staff Comment:** Suggest incorporation of abutting City standards for uniformity upon annexation; development of "theme" standards for UGAs without abutting city. **Approved by PC, 10/1/25**	Policies for UGAs affiliated with Cities are addressed in subregional plans and primarily require the County to coordinate with and implement the design standards of the neighboring city for consistent communities upon annexation. The Carlsborg UGA section of the Sequim-Dungeness Regional Plan includes instruction for development standards. To address standards for unaffiliated UGA's, we suggest new language under subsection CCC 31.02.240(1)(c) as follows: Where an urban growth area is not affiliated with an incorporated city, the county shall work to implement uniform development standards that are commensurate to the scale, character and identity of the community. Features to consider may include but not be limited to sidewalks and surface materials, street lighting and landscaping, setbacks, signage, commercial advertising (canopies, sign angles), shielding trash cans, etc. The overall goal of this policy is to achieve a common theme of development that is reflective of the character and desire of the community. Development of the actual standards will be set forth in the Zoning Code Update.
2) Look at text of Comp Plan and suggest edits to implement an Ag Commission to advocate for agricultural interests. **Approved by PC with edit, 10/1/25**	Recommend a new subsection CCC 31.02.120(8):~~-~~ Clallam County will support and work closely with the Clallam County Agricultural Commission to monitor emerging issues and challenges faced by area farmers, assist with regulatory support and innovative solutions to identified challenges, and to remain adaptive to new opportunities~~for~~

	~~agricultural accessory uses~~ that help to diversify and strengthen agricultural operations.
3) Define "rural character" to incorporate social and cultural aspects and to be community-oriented. **Approved by PC, 10/01/25**	Recommend new subsection CCC 31.02.050(32)(j), "Rural character." (j) Areas that foster and reflect a strong sense of community ties, local identity, and shared rural values through land use patterns that support gathering spaces, civic institutions, and integrational continuity. These areas promote social cohesion by maintaining development scales and zoning that reinforce community interaction, volunteerism, and locally rooted traditions.
4) Consider language that promotes intermediaries to negotiate on behalf of, and represent the interests of, landlords in order to create more balance between tenants and landlords. **Approved by PC, 10/15/25**	Recommend new subsection CCC 31.02.283(3)(j): Advocate in the interest of reestablishing a functional balance between the landlord and renter communities with respect to local and state regulatory frameworks.
5) Address the proliferation of vacation rentals and their impact on the housing market. **Approved by PC, 10/01/25**	Recommend a new subsection CCC 31.02.283(3)(k): Establish a registry or similar mechanism to monitor and track the number of short-term rental units operating in Clallam County. Said registry could include key data points concerning short-term rentals and a requirement for life-safety inspections to ensure that designated short-term rental units meet minimum habitation requirements and are approved for the use indicated. Information obtained from the registry could be used to evaluate the impact of short-term rentals on the local housing market in balance with their contribution to the tourism industry.
6) Consider alternative design standards for rural roads, such as road width and alignment, in order to influence and address	Consider new subsection CCC 31.02.420(1)(vi): Where there exists a clear public benefit and local circumstances support, traffic calming techniques, such as raised crosswalks, variation in horizonal alignments, and other design features, should be utilized consistent with

traffic speed and to be more reflective of rural character. **Approved by PC, 10/1/25**	adopted ASHTO Guidelines for the implementation of such features; provided, said design standards do not conflict with locally-adopted design standards.
7) Establish a two-year deadline for the completion of the market analysis concerning indicators that would support the success of the Transfer of Development Rights (TDR) Program. **Rejected by PC, 10/15/25**	Consider amending proposed language under subsection CCC 31.02.283(3)(h): "Temporarily suspend the Transfer of Development Rights (TDR) program identified under Subsection 31.02.115(2)(d), CCC, and monitor until such time as economic conditions emerge that are conducive to its success. To facilitate the program's reestablishment, seek grant funding or other resources to conduct a market analysis within two (2) years of this amendment to determine the appropriate market conditions and economic indicators that would provide for the program's utilization and success."
8) Include additional policy language under County-Wide CP Climate Element that: 1) encourages the transition of the County vehicle fleet to EVs, and 2) transitions gas-powered maintenance equipment to electrical. **Approved by PC, 10/15/25**	Consider new subsection CCC 31.02.820(2)(c): Although Clallam County is not required under House Bill 1181 to reduce greenhouse gas emissions, opportunities to take such measures would nevertheless be in the public interest and could improve resiliency. Therefore, with increased resiliency in energy generation and transmission, the County should explore grant funding and other resources for the transition of the County vehicle fleet from gas/diesel-powered to electric-powered or other renewable energy sources, where feasible and practicable. The same should be pursued concerning gas-powered maintenance equipment.
9) Public comments that request County commitment involving financial obligations for special-interest services/facility projects should be ignored. **Rejected by PC, 10/15/25**	Most comments of this nature were not provided with a policy update recommendation. The only one that comes close is Public Comment #60, that requests support for free community cultural centers. The policy language recommended does include an economic development objective: (under CCC 31.02.620(1)(j)(iv)) "Support the development of cultural centers and facilities for the public sharing of the arts and

	culture, and community events." This language can be removed if desired by the Planning Commission.

Clallam County Comprehensive Plan Update
Draft Amendments to the Clallam County Zoning Code, Title 33, CCC

The following excerpts from the Clallam County Zoning Code relate directly or indirectly to the definitions and locations for distribution for the placement of emergency housing, emergency shelters, transitional housing and similar facilities in accordance with RCW 36.70A.070(2), and/or further the implementation of requirements under RCW 36.70A.681. The proposed changes shown herein are required to be adopted concurrently with the County's Comprehensive Plan Periodic Update.

Definitions, Section 33.03.010, CCC.

(36) "Emergency housing" means indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless and is intended to address basic health, food, clothing, and personal hygiene needs of individuals or families.

(37) "Emergency shelter" means a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

(48) "Household" means a housekeeping unit consisting of:

(a) an individual;

(b) two or more related persons;

(c) a group of two or more disabled residents protected under the Federal Fair Housing Amendment Act of 1988;

(d) adult family homes as defined under Washington State law;

(e) a group living arrangement where six or fewer residents receive support services such as counseling, foster care or medical supervision at the dwelling unit by resident or nonresident staff; or

(f) two or more residents not related by blood or marriage who live together in a dwelling unit, or in conjunction with any of the above individuals or groups.

(g) For purposes of this section, minors living with parent, legal custodian (including a foster parent), or legal guardian shall not be counted as part of the maximum number of residents.

(h) Any limitation on the number of residents resulting from this definition shall not be applied in a manner inconsistent with the Fair Housing Amendment Act of 1988, 42 U.S.C. 360, et seq., the Washington law Against Discrimination, Chapter 49.60 RCW, and/or the Washington Housing Policy Act, RCW 46.63.220.

(84) "Permanent supportive housing" means subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy. It utilizes admissions practices designed to use lower barriers to entry than typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services.

(1040) "Single-family dwelling" means a dwelling unit detached from any other dwelling unit ~~and intended for occupation by one family~~ and including accessory improvements and uses. This definition includes manufactured homes such as mobile homes, modular homes and other homes manufactured in components or as one complete dwelling unit.

(114) "Transitional housing" means a project that provides housing and supportive services to homeless persons or families for up to two years and that has as its purpose facilitating the movement of homeless persons and families into independent living.

(114) "Vacation rental" means a legally constructed dwelling intended for occupancy of the entire dwelling (not rental of individual rooms) by any person/group other than the primary owner for periods of 30 days or less and is an allowed use in all zoning districts that allow single-family ~~residences~~dwellings. Uninhabitable structures like garages, barns, or sheds shall not be used as vacation rentals. "Vacation rental" does not include a bed and breakfast permitted and operated in accordance with this code.

Scope of Land Use Zones and Boundary Definitions, Ch 33.05, CCC,

Comprehensive Plan Designation	Regional Plan	Zoning Designation	CCC Section
Various	Sequim/Dungeness Port Angeles	Airport Overlay District	33.07.060
Urban Residential	~~Sequim/Dungeness~~ Straits	Urban Residential High (URH)	33.13.010
Urban Residential	~~Sequim/Dungeness~~ Western	Urban Residential Low (URL)	33.13.020
Urban Low Density	Port Angeles, Western	Urban Moderate Density (LD)	33.13.040
Open Space Overlay	Port Angeles	Urban Very Low Density/Urban Low Density (VLD/LD)	33.13.050

Urban Moderate Density	Port Angeles, Straits	Urban Moderate Density (MD)	33.13.060
Open Space Overlay	Port Angeles	Open Space Overlay/Open Space Corridor (OS)	33.13.070

Urban Zones, Ch 33.13, CCC,

33.13.030 Urban Very Low Density (VLD).

(9) Open Space Overlay: When Urban Very Low Density zoning districts contain contiguous critical areas they are identified by an Open Space Overlay (OS) designation ~~which identifies them as an area from which development rights may be transferred~~.

33.13.050 Urban Very Low Density/Urban Low Density (VLD/LD).

~~(7) Transfer of Development Rights.~~

~~(a) Development rights may be transferred from any urban property located within an Urban Very Low Density/Open Space Overlay zone or any rural property located within an Open Space Overlay Corridor. Development rights may be utilized to increase densities in the VLD/LD zoning district utilizing the transfer of development rights process of Chapter 33.26 CCC.~~

~~(b) The base density of the VLD/LD zoning district shall not be increased above nine (9) dwelling units per acre.~~

33.13.070 Open Space Overlay/Open Space Corridors (OS).

The purpose of the Urban Very Low Density/Open Space Overlay Zoning District and the Open Space Overlay Corridor is to ~~identify areas which have development rights which may be transferred in order to~~ further protect the critical areas or habitats identified by these overlay designations. Land uses, densities, lot sizes and setbacks are those allowed in the underlying zoning district. ~~A development right in an Urban Very Low Density/Open Space Overlay Zoning District or an Open Space Overlay Corridor is established by the density of development allowed in the underlying zoning district. For example, every five acres of land in a Rural Low (R5) Zoning District within an Open Space Overlay Corridor has one development right. These development rights may be transferred as specified in Chapter 33.26 CCC.~~

Commercial Zones, Ch 33.15, CCC,

33.15.060 Rural Limited Commercial (RLC).

(1) *Allowed Land Uses.* The following land uses should be allowed outright in the Rural Limited Commercial zoning district:

- Family daycare provider
- Home enterprise

33.15.070 Urban Neighborhood Commercial (UNC).

(1) *Allowed Land Uses.* The following land uses should be allowed outright in the Urban Neighborhood Commercial zoning district:

- Emergency housing
- Emergency shelter
- Permanent supportive housing
- Transitional housing

33.15.080 Urban Regional Commercial (URC).

(1) *Allowed land uses.* The following land uses should be allowed outright in the Urban Regional Commercial zoning district:

- Emergency housing
- Emergency shelter

33.15.090 Urban Center (UC).

(1) *Allowed land uses.* The following land uses should be allowed outright in the Urban Center zoning district:

- Emergency housing
- Emergency shelter
- Permanent supportive housing
- Transitional housing

Carlsborg Urban Growth Area, Ch 33.20, CCC,

Table 33.20.040(A).

Zoning District Use	CR-I	CR-2	CR-3	CN	CC	CGC	CI
Emergency housing	X	X	X	A	A	A	X
Emergency shelter	X	X	X	A	A	A	X

Permanent supportive housing	X	X	C	A	A	A	X
Transitional housing	X	X	A	A	A	A	X

A-Allowed Land Use, C – Conditional land use, X – Prohibited Land Use

Sequim Urban Growth Area, Ch 33.19, CCC,

33.19.030 Purpose of Districts.

(1) Sequim Urban Residential – II [S(R-II)]. The S(R-II) zone establishes areas of low density, urban residential development consisting primarily of single-family detached residences up to one dwelling unit to one acre without required urban level facilities and services and up to five dwelling units per acre with ~~transfer of development rights and~~ the provision of urban level facilities and services. The S(R-II) zone provides for consistency and predictability in established single-family neighborhoods.

(2) Sequim Urban Residential – III [S(R-III)]. The S(R-III) zone establishes areas of medium density, urban residential development consisting of single-family, duplex, or multifamily residences up to 10 dwelling units per acre with ~~transfer of development rights and~~ provision of urban level facilities and services. The S(R-III) zone is located in areas where urban services are or will be provided concurrent with development, and is typically found in close proximity to transit, with easy access to neighborhood parks, schools and shopping.

(3) Sequim Urban Residential – IV [S(R-IV)]. The S(R-IV) zone establishes areas of medium to high density, urban residential development consisting of single-family attached and detached; single-family small lot; multifamily duplexes, triplexes, and apartment development allowed at a density of up to 16 dwelling units per acre with ~~transfer of development rights and~~ the provision of urban level facilities and services. The S(R-IV) zone is located in areas where urban services are currently available or will be provided concurrent with development, and is typically found in close proximity to transit, with easy access to neighborhood parks, schools and shopping.

33.19.050 Bulk and Dimensional Standards.

(2) *Bulk, Dimensional and General Requirements.* Bulk, dimensional, and general requirements are herewith established and shall be provided in accordance with the minimum standards hereinafter set forth in Table (A) of this subsection. Bulk and dimensional standards measure the spatial, four-dimensional limitations of the site, including height, width, depth, and coverage. Lot size and residential density are also subject to ~~subsection (3) of this section and~~ CCC 33.19.060(1).

Table 33.19.050(2)(A). Bulk, Dimensional and General Requirements.

Zone	Minimum (feet)					Maximum		
	Lot Size	Lot Width	Required Setbacks[1]			Lot Coverage		Residential Density
			Front		Rear			

			Access Road	Collector Road	Arterial Road	Side (each)			Building Height (feet)	
S(R-II)	9,000 square feet	50'	20'	25'	35'	10'	15'	50%	35'	~~4 du/acre without TDR[2] OR up to~~ 5 du/acre ~~with TDR~~
S(R-III)	9,000 square feet for single-family 9,000 square feet plus 2,000 square feet per additional unit for duplex and multifamily residences regardless of the number of buildings	50'	20'	25'	35'	10'	15'	50%	35'	~~4 du/acre without TDR[2] OR up to~~ 10 du/acre ~~with TDR~~
S(R-IV)	6,000 square feet for single-family 6,000 square feet plus 2,000 square feet per additional unit for duplex and multifamily	50'	20'	25'	35'	10'	15'	50%	50'	~~4 du/acre without TDR2 OR up to with TDR~~ 16 du/acre

	residences regardless of the number of buildings									

~~2 Clallam County will allow for a maximum residential density of four dwelling units per acre without the transfer of development rights from lands zoned Agricultural Retention. Residential density greater than four dwelling units per acre up to the maximum allowed residential density of the zone (see above) shall require transfer of development rights from an Agricultural Retention zoned lot(s) pursuant to subsection (3) of this section. The requirement for the purchase or transfer of development rights shall not apply to the construction of up to two dwelling units on a legal lot of record created prior to July 28, 1998.~~

~~(3) *Transfer of Development Rights.* This chapter designates the S(R-II), S(R-III), and S(R-IV) residential zones as receiving areas of transferable development rights from lands designated Agricultural on the Official Sequim-Dungeness Regional Comprehensive Plan Map, as amended, consistent with CCC 31.03.230(6)(a), Comprehensive Plan Policy 10. Table 33.19.050(2)(A) establishes the residential density for which transfer and/or purchase of transferable development rights shall be required within the S(R-II), S(R-III), and S(R-IV) zones. The actual transfer and/or purchase of transferable development rights shall follow the requirements as set forth under Chapter 33.26 CCC.~~

Accessory Housing, Ch 33.50, CCC,

33.50.010 Purpose and intent.

(1) Ensure that accessory housing remains clearly an incidental and subordinate use to the principal dwelling unit~~existing single-family dwelling~~ or business.

(9) Provide a legal avenue for the sale or other conveyance of an accessory dwelling unit within a designated urban growth area as a condominium in order to promote affordable for-sale housing.

33.50.030 General requirements.

(5) *Sale or Transfer of Accessory Housing Units.* Accessory housing units shall not be sold as separate dwelling lots from the subject property, unless the portion of the subject property containing the accessory housing unit is legally subdivided from the remainder of the property pursuant to CCC Title 29 or the accessory housing unit, if located within a designated urban growth area, is sold or conveyed as a condominium in accordance with Chapter 64.34 RCW.

Exhibit A

Amending Title 31, Generalized Zoning and Future Land Use Map - Clallam Bay/Sekiu Urban Growth Area - Urban Residential High (URH) to Urban Moderate Density (MD)

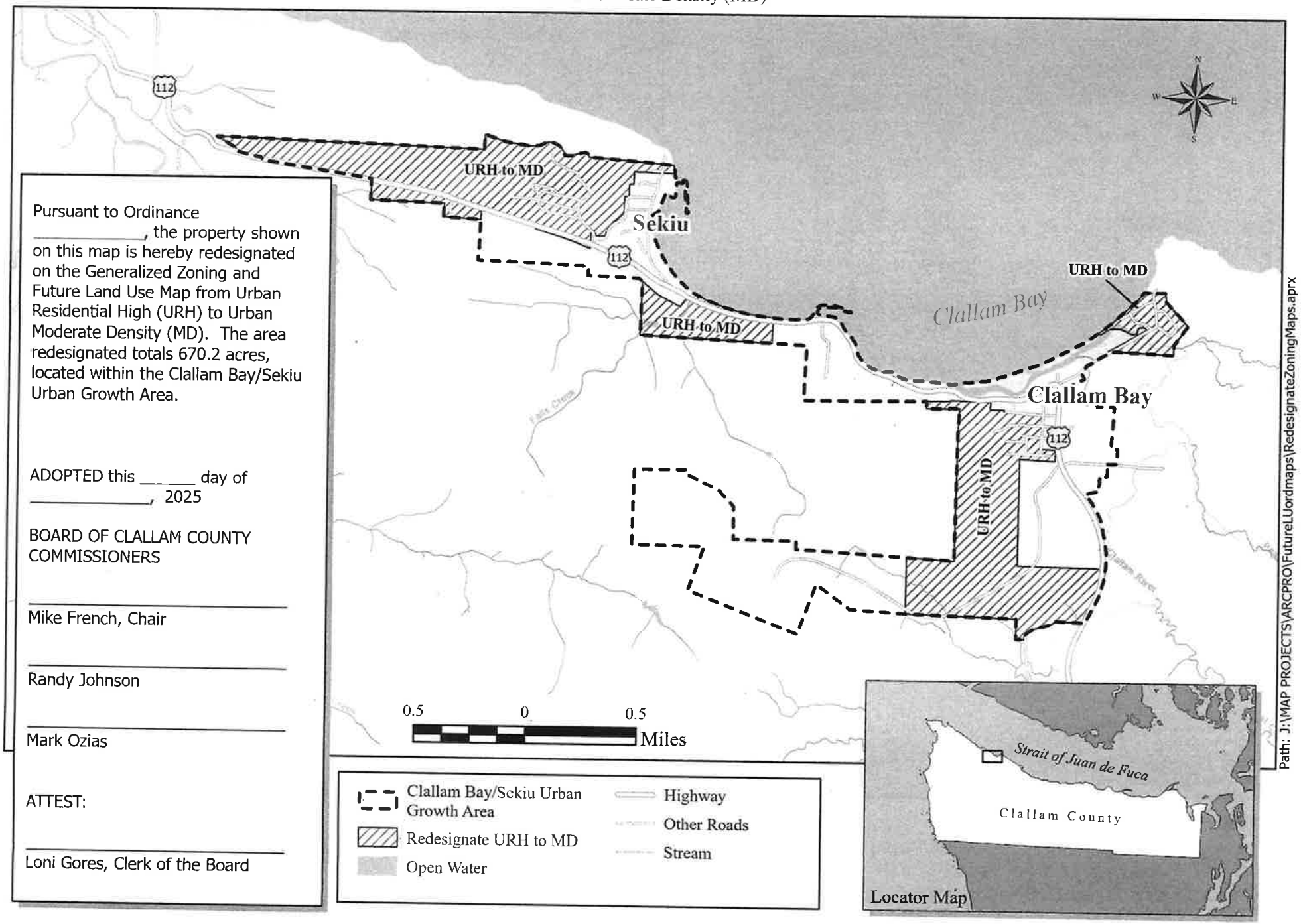


Exhibit B

Amending Title 31, Generalized Zoning and Future Land Use Map- Sequim Urban Growth Area- 14.1 acres Sequim Urban Residential II (S(R-II)) to Sequim Urban Growth Area Urban Residential III (S(R-III))

Pursuant to Ordinance _____,

Parcel numbers 033030220100 and 043025110000 are hereby redesignated on the Generalized Zoning and Future Land Use Map from Sequim Urban Residential II (S(R-II)) to Sequim Urban Growth Area Urban Residential III (S(R-III)). The area redesignated totals 14.1 acres, located within the Sequim Urban Growth Area.

ADOPTED this _____ day of _____, 2025

BOARD OF CLALLAM COUNTY COMMISSIONERS

_____
Mike French, Chair

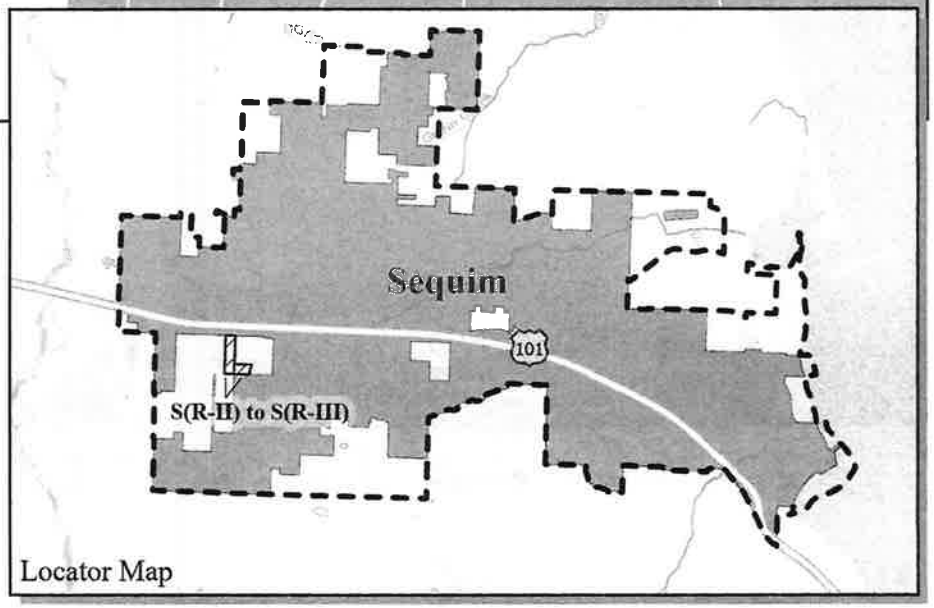
_____
Randy Johnson

_____
Mark Ozias

ATTEST:

_____
Loni Gores, Clerk of the Board

Sequim Urban Growth Area
Incorporated City of Sequim
Redesignate S(R-II) to S(R-III)
Open Water
Highway
Other Roads
Stream



Path: J:\MAP PROJECTS\ARCPRO\FutureLUordmaps\RedesignateZoningMaps.aprx

Exhibit C

Amending Title 31, Generalized Zoning and Future Land Use Map- Sequim Urban Growth Area- 17.2 acres Sequim Urban Residential II (S(R-II)) to Sequim Urban Growth Area Urban Residential III (S(R-III))

Pursuant to Ordinance _____,

17.2 acres east of North Sequim Avenue, north of East Hendrickson Road, and south of East Camelia Street and within the Sequim Urban Growth Area is hereby redesignated on the Generalized Zoning and Future Land Use Map from Sequim Urban Residential II (S(R-II)) to Sequim Urban Growth Area Urban Residential III (S(R-III)). The area redesignated totals 17.2 acres, located within the Sequim Urban Growth Area.

ADOPTED this _____ day of _____, 2025

BOARD OF CLALLAM COUNTY COMMISSIONERS

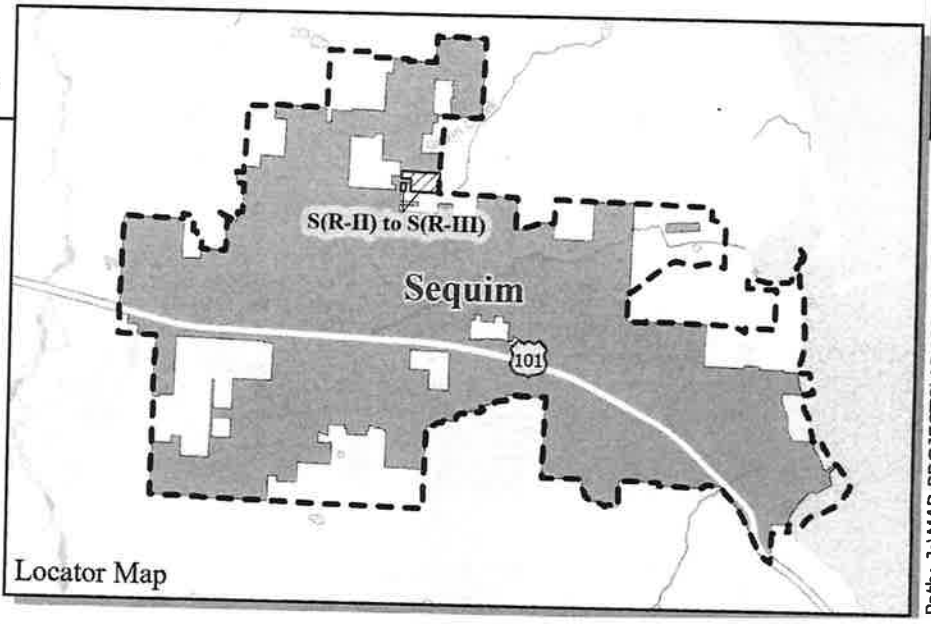
_____
Mike French, Chair

_____
Randy Johnson

_____
Mark Ozias

ATTEST:

_____
Loni Gores, Clerk of the Board



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Chapter 31.01
COMPREHENSIVE PLAN OVERVIEW

Sections:

31.01.100	**Authority for planning.**
31.01.200	**Growth management goals.**
31.01.300	**Overview of Plan objective.**
31.01.400	**Plan consistency.**
31.01.500	**Public participation.**

SOURCE:	ADOPTED:
Ord. 573	06/27/95
AMENDED SOURCE:	ADOPTED:
Ord. 968	11/10/20

31.01.100 Authority for planning.

This Comprehensive Plan and any ordinances intended to implement this Plan are adopted under the authority of the Clallam County Charter, the Growth Management Act of 1990 (Chapter 36.70A RCW), and the Planning Enabling Act (Chapter 36.70 RCW), as now or hereafter amended.

It is the purpose and intent of this Comprehensive Plan to provide a guide for coordinated and orderly growth and development of the land and physical improvements in the unincorporated areas of Clallam County, including State lands. This Plan does not guide physical improvements on tribal trust lands. The County and various tribes are encouraged to work together to coordinate development plans and provide for orderly growth. Together with common goals expressing the public's interest in the conservation and wise use of our lands, this Plan provides for the orderly growth of all the various uses of land; these common goals promote the public

health, safety and welfare, and encourage economic development and efficient provision of public services and facilities.

31.01.200 Growth management goals.

The Growth Management Act identified the following goals to guide the development and adoption of comprehensive plans and development regulations. The goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations.

(1) *Urban Growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(2) *Reduce Sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(3) *Transportation.* Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and vehicle miles traveled, per capita. ~~, and~~ Improvements to multimodal transportation systems shall be based on regional priorities and coordinated with County and city comprehensive plans.

(4) ~~*Housing.*~~ Plan for and accommodate ~~Encourage the availability of affordable~~ housing to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(5) *Economic Development.* Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.

(6) *Property Rights.* Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(7) *Permits.* Applications for both State and local government permits should be processed in a timely and fair manner to ensure predictability.

(8) *Natural Resource Industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, mineral extraction and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(9) *Open Space and Recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(10) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(11) *Citizen Participation and Coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(12) *Public Facilities and Services.* Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) *Historic Preservation.* Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

(14) *Climate cChange and rResiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(15) *Shorelines of the sState.* For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

31.01.300 Overview of Plan objective.

Clallam County adopted its first comprehensive land use plan in 1967. With the significant growth that the County experienced in the late 1960s and early 1970s, the County updated the Comprehensive Plan, and for the first time adopted zoning and land division controls.

Regulation of private property, however, did not receive immediate widespread support. Community opposition and court challenges resulted in limited land use controls until a new Comprehensive Plan and zoning ordinance were adopted in 1982.

The 1982 Comprehensive Plan provided planning objectives similar to this new Comprehensive Plan. Urban areas were designated around the three cities and around the principal rural community centers. Forestry zoning worked towards protecting forest lands from conversion to residential development. Rural policies identified appropriate densities and services to be expected within those areas.

The 1982 Comprehensive Plan, however, did not achieve many of the objectives that the Growth Management Act of 1990 intended to address. Some of the issues that ~~the current Plan tries to address~~ subsequent Comprehensive Plan amendments addressed include:

• Setting larger parcel sizes for commercial forest areas to provide even greater protection to this resource base (80-acre lots vs. 20-acre lots);

• Limiting the size of urban areas to reasonable growth projections and planning for urban services to be provided to those areas in an efficient manner;

• Encouraging growth within urban growth areas as a priority over growth into rural areas;

• Conserving agricultural lands;

• Adopting a transportation plan that ties land use densities to transportation needs;

• Ensuring that capital facilities are planned to be provided at the time of development, or a financial commitment is in place to ensure they are provided in a timely manner;

• Adopting affordable housing goals and strategies;

• Adopting economic development goals and objectives;

• Reducing sprawling low-density development in rural areas and conserving the rural character of our rural areas;

• Recognizing and acknowledging the presence of tribal governments and their influence;

• Setting specific criteria for land use designations and specific criteria for amendment of the Plan; and

• Setting specific land use policies based on regional comprehensive plans developed from the regional setting, rather than from a centralized planning function.

This Comprehensive Plan periodic update, based on the requirements of the Growth Management Act (GMA), establishes a framework for coordinated and comprehensive planning which will help Clallam County and its cities to manage growth in a manner which best fits Clallam County.

The GMA calls for urban growth areas where urban development will be encouraged and can be supported with adequate public facilities and services. At the same time, the GMA discourages the inappropriate conversion of undeveloped land into sprawling, low-density development and encourages conservation of rural character and resource lands. These four general land uses (urban, rural, industrial and natural resource) form the framework for more specific land use designations, which are found in one of four regional subarea plans.

For the 2025 periodic update as required by the GMA, major focus areas include housing, as Clallam County must now lead the countywide planning for housing allocations by income band and make land use and capital facilities changes to accommodate the allocated housing units, and climate change, as Clallam County must now adopt a Climate Element and Resiliency Sub-Element and implement regulations and programs that support this.

The objective of the County-wide Comprehensive Plan is to identify the goals and policies for those issues that are of a County-wide nature, and provide the framework for adoption of regional comprehensive plans. Those issues that are of a County-wide nature are: forest and mineral lands, urban growth and sprawl, transportation, economic development, ~~affordable~~ housing, natural, historical and cultural resources, utilities and capital facilities.

The objective of regional comprehensive plans is to provide specific means to implement the general plan objectives of the County. Rural and urban land use policies should provide specific maps and strategies to implement the plan. Specific ways to implement transportation,

housing, economic development, or public facility and service objectives should be sought in the regional plans.

The Comprehensive Plan should be a dynamic tool to address ongoing concerns, new information or new issues. Although this Plan seeks to achieve stability in land use regulations, it is expected that the Plan will need to be reviewed periodically to ensure it is meeting growth management objectives. Also, as new information might become available, such as water and sewage disposal studies, it might be necessary to amend this Plan.

The County will support business and industrial development which strengthens and diversifies the economic base, creates family wage jobs, develops and operates in a manner that promotes and protects the environment and efficiently uses our natural resources. Efforts should be focused on small- to medium-sized industries. The County should continue to be marketed for tourism and retirement. Infrastructure should be in place in order to attract industrial and commercial operations. Regulations should be consistent, fair, and timely.

31.01.400 Plan consistency.

In order to have a comprehensive plan that provides clear direction, it is necessary that the Plan be both internally and externally consistent. Although the 1982 Comprehensive Plan generally achieved this objective, the Growth Management Act of 1990 now requires this consistency.

First, the Comprehensive Plan is adopted based on the State goals and guidelines of the Growth Management Act. One of the requirements of the Act was for the County and cities to adopt a County-wide planning policy that formed the framework for adoption of County and city comprehensive plans. The County-wide Planning Policies ensure that the County and city comprehensive plans achieve consistency between jurisdictions. It is imperative that the County-wide Planning Policies be reviewed prior to adoption or amendment of the Comprehensive Plan, and that the Plan is determined to be consistent with the County-wide Planning Policies.

The County Comprehensive Plan also includes four regional subarea comprehensive plans: Sequim-Dungeness, Port Angeles, Straits and Forks-West End. Similar to the relationship of the County-wide Planning Policy to the County-wide Comprehensive Plan, regional comprehensive plans must be determined to be consistent with the County-wide Plan. For example, the

County-wide Plan identifies forest lands of long-term commercial significance to be a County-wide issue; policies and criteria within that section of the Plan ensure that these lands are conserved. Therefore, for example, it would be inconsistent to have regional plans adopt conflicting strategies for conservation of forest lands.

An issue that needs careful consideration in the adoption of the four regional subarea comprehensive plans is consistency between regions. It is possible that the four regional plans could have widely varying land use classifications and development standards. This could result in the County adopting four different sets of development regulations. This approach could be an administrative nightmare, but does reflect the different visions and values of the very different regions. Where possible, the regional subarea plans should strive to find consistency between the plans.

A comprehensive plan must also be internally consistent. The transportation element must be consistent with the land use element. Rural land use densities must be consistent with the need to protect environmental quality and encourage growth into urban areas. Making this internal consistency test requires that the framework of the Plan and any amendments to it are adopted with a comprehensive analysis of one section's impact on other sections.

Finally, any ordinance which regulates development of property requires consistency with the Comprehensive Plan. Prior to passage of the Growth Management Act, the Comprehensive Plan was only a "guide" to the physical development of the County. Land use ordinances, such as zoning, took precedence over the Comprehensive Plan where conflicts existed. Any ordinances now adopted to implement this Comprehensive Plan must be consistent with the Plan. ~~The following figure identifies the relationship of development regulations and capital budget decisions which must be consistent with the Plan.~~

31.01.500 Public participation.

The County established procedures for early and continuous public participation soon after passage of the Growth Management Act. Consistent with the phasing of plans required by the Act, the County first concentrated on measures to conserve resource lands and protect critical areas, then focused on County-wide Planning Policies, urban growth areas, and finally comprehensive plans. The development of proposals and opportunity for comment followed this sequence.

Many of the County's plan elements have been developed through ~~citizen~~ advisory committees, either special task forces or standing committees like the County Planning Commission and Shorelines and Sensitive Areas Committee. In the western parts of the County, a new regional planning commission was appointed jointly with the City of Forks and community councils in Joyce and Clallam Bay-Sekiu were established.

The County has reached out to ~~citizens~~ residents and landowners through various means to ensure that proposals and alternatives reach the affected parties. Prior to any work getting accomplished, the County held public workshops in all three cities to outline the requirements of the Growth Management Act and the ways in which the County proposed to solicit feedback. Workshops and early neighborhood meetings have been regularly scheduled on plan proposals and development regulations prior to public hearings and adoption.

The County has used the various news media to also reach audiences. Television, newspaper and radio spots have been continuous throughout the process. One regional plan used live television for getting the information out. The County has prepared brochures for handing out to the public, published a regular newsletter identifying issues and opportunities for input, and delivered direct mailings on proposed growth management elements.

The Comprehensive Plan has also been developed on two tiers: County-wide and regionally. This approach was chosen not only because the land use issues varied so greatly between the regions, but also because the plans and opportunities for open discussion of the issues would be more detailed. This approach has been very successful, as the regional comprehensive plans have received considerable attention from the ~~citizens~~ residents within that region.

The ~~citizens~~ residents of Clallam County recognize mining as an important part of the local and regional economy. In recognition of its importance, and in order to modernize those sections of the Comprehensive Plan and the related development regulations relating to the extraction of mineral resources as well as comply with a Growth Board remand, Community Development ("DCD") proposed and the County Commissioners approved a seven-step Public Participation Plan or "PPP" in mid-2019. ~~To implement the PPP, staff created a Mineral Resource Lands website containing a survey for citizens to complete. Notice of four regional meetings was mailed to more than 1,000 landowners, primarily anyone who owns land within 1,000 feet of an existing surface mine. Those meetings were advertised some 10 to 14 days before their scheduled date in local newspapers such as the Forks Forum. DCD then conducted those regional meetings, each lasting two hours, in Forks, Port Angeles, Sequim and Clallam Bay.~~

~~These workshops were attended by approximately 80 individuals. The County received some 30 comments during the time when the proposal was before the Planning Commission. In addition, from June 2019 to July 2020, the Planning Commission held approximately 15 public meetings where MRL was discussed and public comments were received. Some of the edits and additions suggested by the public were included in the proposed text sent to the County Commission. A list of "interested parties," some 25 in all, received notice of every Planning Commission meeting and the related proposals. This public outreach process included having Rian Skov, a geologist with the Washington State Department of Natural Resources, Geology and Earth Resources Section, attend the Planning Commission meeting on February 5, 2020. The County learned its existing text regarding mineral resource lands needed augmentation and intends to adopt more thorough text on this topic into its Comprehensive Plan and development regulations by the end of 2020. The Planning Commission discussed and reviewed proposed changes to the development regulations and the Comprehensive Plan in its April and May 2020 meetings. A public hearing, properly noticed, was held before the Planning Commission on July 1, 2020, and on July 20, 2020, the Planning Commission sent the proposed text to the County Commission recommending approval. The County Commission held two work sessions on the proposed text in August 2020 and held a properly noticed public hearing on September 29, 2020, which was extended to October 13, 2020. A~~, resulting in the adoption of the necessary changes by the County Commission ~~occurred~~ on November 10, 2020.

Building on this work, DCD initiated another major update to the Comprehensive Plan in 2023, focusing on emerging priorities and new state requirements. This effort included the development of the County's first Climate Element, adopted to address climate resilience and adaptation strategies tailored to local conditions, and a comprehensive update to the Housing Element to incorporate the latest housing needs analysis, demographic projections, and statutory changes, with policies aimed at increasing housing supply, diversity, and affordability. Public engagement for these updates was extensive and multi-faceted, including a three-month countywide public survey; information booths at the 2024 and 2025 Clallam County Fairs; regular Planning Commission workshops and Board of County Commissioners updates; community presentations to advisory councils, professional associations, and civic groups; outreach to tribal governments and participation in tribal events; and broad media coverage through radio interviews, newspaper articles, and online updates. A series of Regional Public Outreach events were also held in Clallam Bay/Sekiu, Joyce, Sequim, Forks, and Port Angeles, ensuring residents in all areas of the county had opportunities to provide input. In total, these outreach activities included more than 30 events and engaged more than 1,300 community

members, reflecting the County's commitment to inclusive public participation. The updates were adopted by the County Commissioners in [Month, Year], ensuring the Comprehensive Plan remains current and aligned with community values.

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallamcountywa.gov/~~clallam.net~~

Hosted by General Code.

Chapter 31.02
COUNTY-WIDE COMPREHENSIVE PLAN

Sections:

Article I Definitions

31.02.050 Definitions.

Article II Land Use

31.02.100 General Land Use Policies

31.02.110 Resource land issues.

31.02.115 Agricultural resource land inventory and issues.

~~31.02.120 Agricultural resource land goals.~~31.02.120 Agricultural and resource land use policies.

31.02.130 Forest land issues.

31.02.140 Forest land use ~~goals~~policies.

31.02.150 Mineral resource land issues.

31.02.1670 Classification of mineral resource lands.

31.02.1780 Designation of mineral resource lands.

31.02.1890 Mineral resource land overlay districts.

~~31.02.150 Mineral resource land issues.~~

31.02.1960 Mineral land use ~~goals~~policies.

~~31.02.170 Classification of mineral resource lands.~~

~~31.02.180 Designation of mineral resource lands.~~

~~31.02.190 Mineral resource land overlay districts.~~

31.02.210 Urban growth and sprawl issues.

31.02.220 Urban growth areas.

31.02.230 Urban growth area amendment process.

31.02.235 Urban growth area locations.

31.02.2430 Urban growth area designation policies.

31.02.2540 Urban growth area implementation policies.

31.02.260 Master planned resorts land use policies.

31.02.270 Commercial and industrial land use policies.

~~31.02.250 Urban growth area amendment process.~~

~~31.02.255 Urban growth area locations.~~

Article III Rural Development

31.02.2860 Rural growth land use policies.
31.02.28165 Existing rural centers.
31.02.263 282 Limited areas of more intensive rural development.
31.02.283 Limited areas of more intensive rural development goals and policies.
31.02.265 Existing rural centers.
31.02.270 Master planned resorts.
31.02.275 Commercial and industrial land uses.
31.02.2980 Housing.
31.02.291 General housing policies.
31.02.292510 Affordable housing issues.
31.02.293520 Affordable housing goals.
Article V Capital Facilities
31.02.285 300 Public utilities, facilities and services.
31.02.3810 Capital Facilities Plan issues.
31.02.3820 Goals of the Capital Facilities Plan policies.
Article VI Natural, Historical, and Cultural Resources
31.02.3310 Natural, historical, and cultural resource issues.
31.02.3420 Environment and open space goalspolicies.
31.02.3530 Historic and cultural resources policies.
Article VII Transportation
31.02.410 Transportation – Background issues.
31.02.415 Transportation – Inventory.
31.02.420 Transportation – Goals and policies.
31.02.425 Land use assumptions and forecasting methodology.
31.02.430 Transit demand and supply level of service standards.
31.02.432 Future transit service needs.
31.02.435 Transit-compatible design standards and development checklist.
31.02.440 Clallam County bicycle plan.
31.02.441 Existing bicycle facilities.
31.02.442 Bicycle routes.
31.02.444 Bicycle facility improvement needs.
31.02.510 Affordable housing issues.
31.02.520 Affordable housing goals.

Article VIII Economic Development
31.02.610 Economic development issues.
31.02.620 Economic development goals and policies.
Article IX Utilities
31.02.710 Utility issues.
31.02.720 Utility ~~goals~~policies.
~~31.02.810 Capital Facilities Plan issues.~~
~~31.02.820 Goals of the Capital Facilities Plan.~~
Article X Climate Change and Resiliency
31.02.810 Climate change and resiliency issues
31.02.820 Climate change and resiliency goals and policies
31.02.910 Generalized land use maps.

SOURCE:	ADOPTED:
Ord. 573	06/27/95
AMENDED SOURCE:	ADOPTED:
Ord. 584	02/27/96
Ord. 700	12/05/00
Ord. 725	08/06/02
Ord. 768	01/25/05
Ord. 787	12/20/05
Ord. 800	12/19/06

Ord. 827	08/28/07
Ord. 829	12/11/07
Ord. 835	10/21/08
Ord. 850	06/23/09
Ord. 852	07/21/09
Ord. 968	11/10/20

31.02.050 Definitions.

(1) "Adequate public facilities" means facilities which have the capacity to serve development without decreasing levels of service below minimums established in the Capital Facilities Plan.

(2) "Affordable housing" refers to housing which costs no more than ~~33~~ 30 percent of the income of extremely low, very low, low, and moderate income households~~families~~, defined as:

(a) "Extremely low income" shall mean those households that have incomes at or below 30 percent of the County-wide median household income adjusted for household size, as reported by the US Department of Housing and Urban Development (HUD).~~–~~

(b) "Very low income" shall mean those households that have incomes that ~~are below~~are between 3~~5~~0 and 50 percent of the County-wide median household income adjusted for household size, per HUD.

(c~~b~~) "Low income" shall mean those households that have incomes that are between 50 and 80 percent of the County-wide median household income adjusted for household size, per HUD.

(d~~c~~) "Moderate income" shall mean those households that have incomes ~~within the range of 80 to 9~~between 80 and 120~~5~~ percent of the County-wide median household income adjusted for household size, per HUD.

(3) "Agricultural land" means land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, finfish in upland hatcheries, or livestock, and that has long-term commercial significance for agricultural production.

(4) "Archaeological resources" or "archaeological significance" means real property, including, but not limited to, submerged and submersible lands and the bed of the sea within the State's jurisdiction, that contains archaeological objects. "Archaeological object" means an object that comprises the physical evidence of an indigenous and subsequent culture including material remains of past human life including monuments, symbols, tools, facilities, and technological by-products. (Source: RCW 27.53.030)

(5) "Available for occupancy" refers to when public facilities and services necessary to support development must be adequate. For the purposes of this Comprehensive Plan, available for occupancy shall mean when a building permit required for new construction is required pursuant to the International Building Code, as now or hereafter amended. The term "building permit," as used herein, shall not be deemed to include permits required for remodeling, rehabilitation, or other improvements to an existing structure or rebuilding a damaged or destroyed structure, provided there is no increase in gross floor area or number of dwelling units resulting therefrom. In those instances where a change in land use does not require a building permit, "available for occupancy" shall refer to final development permits, such as land divisions or binding site plans, that require public facilities and services to support the development.

(6) "Available public facilities" means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specific time.

(7) "Best conventional technology" is defined as the application of control technology on conventional pollutants that is reasonably available considering technological and economic feasibility. It is determined on a case-by-case basis, taking into account the impact, the availability of additional controls, the reduction to be achieved, the capital and operating costs, and the impact of additional controls on environmental quality (i.e., does it make an appreciable difference). Best conventional technology can include procedures (such as stormwater plans, maintenance schedules, and best management practices; as well as

infrastructure) like constructed wetlands, alternative sewage disposal systems, and treatment plants.

(8) "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

(9) "Comprehensive Plan" means a generalized coordinated land use policy statement of the County adopted pursuant to the Clallam County Charter, Growth Management Act of 1990 (Chapter 36.70A RCW) and the Planning Enabling Act (Chapter 36.70 RCW).

(10) "Concurrency" means that capital facilities necessary to serve development, as identified in the capital facilities element of the Comprehensive Plan, are available to serve new development no later than the impacts of the new development, except that adequate roads and other County capital facilities identified in the capital facilities element shall be available no later than six years after the impacts of development.

(11) "County-wide Planning Policy" is a written policy statement or statements used solely for establishing a County-wide framework from which County and city comprehensive plans are adopted pursuant to the Growth Management Act. This framework shall ensure that city and County comprehensive plans are consistent as required in RCW 36.70A.100. The legislative authority of the County shall adopt this policy in cooperation with the cities within the County. Nothing in this policy shall be construed to alter the land use powers of cities.

(12) "Critical aquifer recharge areas" includes those land areas which contain hydrogeologic conditions which facilitate aquifer recharge and/or transmitting contaminants to an underlying aquifer.

(13) "Critical areas" includes the following areas and ecosystems:

(a) Wetlands;

(b) Areas with a critical recharging effect on aquifers used for potable water;

(c) Fish and wildlife habitat conservation areas;

(d) Frequently flooded areas; and

(e) Geologically hazardous areas.

(14) "Cultural resources" are those tangible and intangible aspects of cultural systems, both past and present, that are valued by or representative of a given culture, or that contain information about a culture. Tangible cultural resources include, but are not limited to, sites, structures, districts, landscapes, objects, historic documents, natural resources, physical features regarded as sacred and/or places of worship and ceremony.

(15) "Development regulations" means any controls placed on development or land use activities by the County, including, but not limited to, zoning ordinances, land division ordinances, critical or sensitive area ordinances, and binding site plan ordinances.

(16) "Development rights" refers to an interest held by a property owner and called the "fee simple" interest. This interest is like a bundle of sticks, each of which represents a right associated with the property. Such rights might include the right to farm, to extract minerals, to cut timber, to build residential structures, to build commercial developments, and to do anything else with the property unless prohibited by law. These rights can be separated from the "dominant estate" and transferred to other parties as "less-than-fee interests." An easement is one such less-than-fee interest; conveying development rights to another parcel is another way; and purchasing the development rights at appraised value may be another way. Development rights can be diminished or taken away by regulation, within constitutional limits, or can be condemned when purchased at appraised value.

(17) "Essential public facilities" means facilities that are typically difficult to site, such as airports, State education facilities, and State or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

(18) "Forest land" means land primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, and that has long-term commercial significance. In determining whether forest land is primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, the following factors shall be considered:

(a) The proximity of the land to urban, suburban, and rural settlements;

(b) Surrounding parcel size and the compatibility and intensity of adjacent and nearby land uses;

(c) Long-term local economic conditions that affect the ability to manage for timber production; and

(d) The availability of public facilities and services conducive to conversion of forest land to other uses.

(19) "Geologic hazardous areas" means those areas susceptible to erosion, sliding, earthquake, or other geological events.

(20) "Historical resources" or "historical significance" means real property together with improvements thereon, except property listed in a register primarily for objects buried below ground, which has historic significance and which is listed in a local register, State or National Register of Historic Places. "Historical significance," used in this context, means a property which helps in the understanding of the history of the local area, state, or nation (whichever is appropriate) by illuminating the local, State-wide, or nation-wide impact of the events or persons associated with the property, or its architectural type or style in information potential.

(21) "Home enterprise" is a revenue generating enterprise which is located in a dwelling and is subordinate to and incidental to the residential use of the dwelling.

(22) "Home-based industry" is a commercial, manufacturing or processing business located on a parcel together with an existing dwelling. The industry is located in a fully enclosed building separate from the dwelling and no larger than 2,000 square feet, limited to no more than two part-time or full-time employees other than the owner.

(23) "Level of service" means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Typically, measures of levels of service are expressed as ratios of facility capacity to demand (i.e., actual or potential users).

(24) "Long-term commercial significance" includes (or signals) the growing capacity, productivity, and soil composition of the land for sustained commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense

uses of the land. Long-term commercial significance means the land is capable of producing the specified natural resources at commercially sustainable levels for at least the 20-year planning period if adequately conserved. Designated mineral resource lands of long-term commercial significance may have alternative post-mining land uses, as provided by the Surface Mining Reclamation Act, Comprehensive Plan and development regulations, or other laws.

(25) "Master planned resort" refers to a development which may be permitted and which constitutes urban growth outside of urban growth areas. A master planned resort means a self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

(26) "Mineral resource lands" means lands primarily devoted to the extraction of minerals or that have known or potential long-term commercial significance for the extraction of minerals.

(27) "Mitigation" means:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action;

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;

(c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;

(e) Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or

(f) Monitoring the impact and taking appropriate corrective measures.

(28) "Public facilities" include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

(29) "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

(30) "Regional comprehensive plans" or "subarea plans" refers to one of four geographic areas addressed in a comprehensive plan which provides specific guidelines for land uses, public facilities and services, transportation, environmental protection, and other elements of the comprehensive plan, not addressed in the County-wide Comprehensive Plan. Regional comprehensive plans provide opportunities for making local decisions consistent with County-wide Plan objectives.

(31) "Rural areas" or "rural land" means land located outside of designated urban growth areas and outside of designated agricultural, forest, and mineral resource lands of long-term significance under this Comprehensive Plan.

(32) "Rural character" means the existing and preferred patterns of land use and development established for lands designated as rural areas or lands under this Comprehensive Plan. Rural characteristics include, but are not limited to:

(a) Open fields and woodlots interspersed with homesteads and serviced by small rural commercial clusters; and

(b) Low residential densities, small-scale agriculture, woodlot forestry, wildlife habitat, clean water, clean air, outdoor recreation, and low traffic volumes; and

(c) Areas in which open space, the natural landscape, and vegetation predominate over the built environment; and

(d) Lifestyles and economies common to areas designated as rural areas and lands under this Plan; and

(e) Visual landscapes that are traditionally found in areas designated rural areas and lands under this Plan; and

(f) Areas that are compatible with the use of the land by wildlife and for fish and wildlife habitat; and

(g) Areas that reduce the inappropriate conversion of undeveloped land into sprawling, low-density development; and

(h) Areas that generally do not require the extension of urban governmental services; and

(i) Areas that are consistent with the protection of natural surface water flows and ground water and surface water recharge and discharge areas.

(j) Areas that foster and reflect a strong sense of community ties, local identity, and shared rural values through land use patterns that support gathering spaces, civic institutions, and integrational continuity. These areas promote social cohesion by maintaining development scales and zoning that reinforce community interaction, volunteerism, and locally rooted traditions.

(33) "Rural development" means development outside the urban growth area and outside agricultural, forest, and mineral resource lands designated pursuant to RCW 36.70A.170. Rural development can consist of a variety of uses and residential densities, including clustered residential development, at levels that are consistent with the preservation of rural character and the requirements of the rural element. "Rural development" does not refer to agriculture or forestry activities that may be conducted in rural areas.

(34) "Rural governmental services" or "rural services" means those public services and public facilities historically and typically delivered at an intensity usually found in rural areas and may include domestic water systems, fire and police protection services, transportation and public transit services, and other public utilities associated with rural development and normally not associated with urban areas. "Rural services" do not include storm or sanitary sewers except as otherwise authorized by RCW 36.70A.110(4).

(35) "Shall" means the statement is mandatory, and the action so stated is required to be done without discretion by decision-makers. The use of "shall" in a statement indicates that the action is imperative and ministerial.

(36) "Should," when used in a statement, indicates a preference, recommendation or exhortation rather than a mandate or requirement and is a synonym for "may."

(37) "Thirty-year supply of construction aggregates" means the quantity (as estimated by County personnel) of construction aggregates estimated to be needed by governmental and private consumers of that product during a particular 30-year planning period. Such an estimate of supply and demand for construction aggregate shall be prepared periodically, but not more frequently than once every seven years, and will be based, in part, on existing surface mine operations possessing a valid DNR reclamation permit.

(38) "Transportation facilities" includes capital facilities related to air, water or land transportation.

(39) "Urban growth areas" means those areas designated by Clallam County pursuant to the policies in the County-wide Planning Policy and the Comprehensive Plan.

(40) "Urban growth" means growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands designated pursuant to RCW 36.70A.170. A pattern of more intensive rural development as provided in RCW 36.70A.070(5)(d) is not urban growth. When allowed to spread over wide areas, urban growth typically requires urban governmental services.

(41) "Urban services" include those services historically and typically delivered by cities or other identified service provider, such as a utility district, and which at a minimum include the provisions for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, public transportation systems, stormwater systems, police and fire and emergency service systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.

(42) "Wetlands" includes those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Regulated wetlands do not include those artificial wetlands created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. Wetlands created as mitigation and wetlands modified for approved land use activities shall be considered as regulated wetlands.

31.02.100 General land use policies.

(1) Clallam County shall work with local jurisdictions within the county to ensure relevant county-wide planning policies are integrated into the local planning process, and ensure local goals and policies are consistent.

(2) Clallam County shall identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses. The county shall work with the state and the cities within its borders to identify areas of shared need for public facilities. The jurisdictions within the county shall prepare a prioritized list of lands necessary for the identified public uses including an estimated date by which the acquisition will be needed in accordance with RCW 36.70A.150.

(3) Clallam County shall give special consideration to achieving environmental justice when implementing land use goals and policies, including efforts to avoid creating or worsening environmental health disparities in accordance with RCW 36.70A.070.

(4) Clallam County shall reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools and through wildfire preparedness and fire adaptation measures in accordance with RCW 36.70A.070.

31.02.110 Resource land issues.

A goal of the Growth Management Act of 1990 is to "Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries...[and] Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses." The Act requires local governments to classify and designate agricultural, forest and mineral resource lands and to adopt interim development regulations to assure their conservation. This chapter supports County-wide efforts to maintain, enhance, and to conserve resource lands, and to discourage incompatible uses adjacent to resource lands, particularly forest and mineral lands.

31.02.115 Agricultural resource land inventory and issues.

(1) Agriculture in Clallam County has played a vital role in the heritage, culture, and economy of the area. The County's temperate climate, ~~good~~USDA-classified prime agricultural soils, ~~and~~extensive irrigation ~~system~~network, and varied microclimates for diversified production of crops provide a strong basis for commercial agriculture. ~~Clallam County was once a major~~

~~producer of a wide variety of agricultural products such as milk and butter, potatoes, apples, and vegetables~~. At its peak in 1950, Clallam County had over 75,000 acres in agricultural production~~; the current acreage is much lower~~. Echoing national trends, the amount of farmland in Clallam County declined sharply in the later half of the 20th Century. The extremely rapid rate of farmland conversion has slowed since then, but the downward trend of land in agricultural production continues. However, while total farm acreage continues to decline, the number of small farms in the County has increased since 2002.

98 percent of farms in Clallam County are categorized by the USDA Economic Research Service as "small family farms," or farms reporting an annual gross cash farm income of less than $350,000. This is not unusual, and follows national figures, where in 2023, 86 percent of all farms in the country were classified as small family farms. Small farms are an important part of the fabric of rural America, and Clallam County is no exception. Clallam County's small farms play a vital role in both its identity and economy.

Farms in Clallam County include commercial enterprises focused on wholesale production to local or regional distributors, as well as smaller scale, diversified operations producing high value crops such as organic vegetables, cut flowers, and berries, primarily sold by direct marketing to the consumer at farms stands, farmers markets, or through CSA (Community Supported Agriculture) subscriptions.

~~In the 2002 USDA Census of Agriculture, Clallam County's agricultural production was valued at $17.8 million. This production value was based on 455 farms including 22,372 acres. (The USDA definition of farm being "any place from which $1,000 or more of agricultural products were produced and sold, or normally would have been sold during the census year" (USDA 2002).) These farms employed 1,190 persons with a payroll of $4.6 million.~~

~~During the period of March to September 2006, the Clallam Conservation District partnered with the County to perform an inventory of farms throughout the County. Conservation District personnel drove all County roads to visually inventory and characterize farms, using aerial photographs and parcel maps to determine parcel size. For the purpose of this inventory, land was classified as a farm not by value of products produced or sold as defined by the USDA but whether horses or livestock were present (even if at limited numbers) or whether an agricultural product was produced (hay, grain crops, wineries, produce, nursery crops, etc.). Small backyard operations were not inventoried unless there was evidence that they were selling an agricultural product. A total of 1,252 farms were inventoried, totaling approximately~~

~~22,224 acres: 805 farms had horses; 404 farms had livestock such as cattle, goats, pigs, sheep, and llamas; and 232 farms produced an agricultural product.~~

~~This latest inventory shows the continued decline of farms in Clallam County. Factors contributing to this decline include, but are not limited to:~~

~~(a) Regions of larger scale agriculture with lower unit costs have developed, such as in Eastern Washington, against which Clallam County is not competitive;~~

~~(b) Developments in transportation, storage, refrigeration, and processing technology allow remote producers to service local markets that small local farms used to dominate;~~

~~(c) Changes in USDA regulations and policies have favored large-scale industrial agriculture to the detriment of small-scale agriculture commonly found in Clallam County. For example, there is no USDA-approved slaughter and processing facility near enough to Clallam County to make marketing local beef viable;~~

~~(d) As farming has declined, so too have agricultural suppliers, processors, and other agricultural infrastructure needed to maintain a healthy agricultural industry;~~

~~(e) Global agricultural corporations have dominated agriculture and the food industry to the exclusion of areas like Clallam County;~~

~~(f) Clallam County has become a highly desirable place to retire, vacation and live, and the residential real estate market has driven farm land prices beyond the point of financial viability for most farming activities; and~~

~~(g) Effective public policies needed to support the significant change in local agricultural industry from large commercial farms to more high-value, unique agricultural products and services on smaller farms.~~

In 2022, Clallam County had 15,789 acres in farm production. 44 percent of Clallam County farms are 9 acres or less in size. The 2022 USDA Census of Agriculture values Clallam County's annual agricultural production at $17 million, a 41 percent increase from the value five years earlier in 2017.

37 percent of farmers in Clallam County are classified as "New and Beginning Farmers," which includes those who have been operating their farms for 10 years or less. This percentage has increased from 29 percent in the last agricultural census for Clallam County in 2017, again,

reflecting national trends. More beginning producers are entering the agricultural sector, helping to mitigate a population of farmers who are aging out. Beginning farms tend to be smaller in both acreage and sales.

Finding affordable land is the top challenge for beginning farmers, according to the 2022 National Young Farmer Survey. Therefore, land protection programs that help make farmland affordable, such as the County's Conservation Futures Program established in 2019 and North Olympic Land Trust's successful Buy-Protect-Sell model, are critical to smooth the transition of farmland to the next generation of farmers and help ensure that Clallam County maintains its viable agricultural land base.

Innovations in the last few decades such as online shopping platforms, food hubs, increased interest in agritourism, and a reinvestment in value-added processing infrastructure, mean new opportunities for small farms in Clallam County to grow and thrive. For farming to continue to thrive in Clallam County, land use policies and regulations should be regularly evaluated and updated to respond to farmers' unique needs and crafted not only to support existing agricultural land base, but also to disincentivize conversion to non-agricultural uses.

(2) Benefits provided to Clallam County residents by farms and farmland include:

- Improved food security;
- Preservation of the rural character, local cultures, and quality of life;
- Preservation of valuable historic and cultural resources;
- Preservation of biodiversity and wildlife habitat;
- Improved watersheds/reduced likelihood of clouding compared to development;
- Economic diversification of rural communities;
- Attraction of tourists and tourism dollars to the County; and
- Preservation of options for future generations.

(3) Clallam County is committed to support for and conservation of its agricultural land base with the following measures:

(a) Designated Agricultural Resource Lands. The Washington State Growth Management Act (GMA) requires counties to designate agricultural lands of long-term significance for the commercial production of food or other agricultural products (RCW 36.70A.170). Clallam County has designated and zoned approximately 6,194 acres of land as Agricultural Retention (AR), as the County's GMA designated agricultural lands of long-term significance. All of this acreage is located in the Sequim-Dungeness Planning Region. The AR designation is intended to conserve and maintain agricultural lands through limitations on allowed residential density and uses, and incentives for new development that conserves a minimum of 75 to 88 percent of the property as an agricultural reserve. Clallam County has adopted disclosure provisions that designate agriculture within the AR zone as a favored land use that will not be considered a nuisance when conducted consistent with current best management practices and other applicable regulations.

(b) Rural Zoning. Clallam County supports agriculture as an allowed land use within all zoning categories. Much of the agriculture in Clallam County happens outside AR zoning, on parcels of all sizes. These small farms are an important part of the County's rural character and economy. While the lot size of AR is critical to maintain, parcels of this size are largely unaffordable for beginning farmers, therefore, allowance for agriculture in other rural zones beyond AR is imperative for the viability of agriculture in the future.

(c) Tax Incentives. Clallam County continues to support agricultural land conservation, whether designated for long-term commercial significance or not, through property tax incentives (current use assessments). Participation in this program can provide landowners with lower property taxes.

(d) Conservation Futures program. In 2019, Clallam County Commissioners passed Ordinance 958 establishing the Conservation Futures program, which imposes a property tax levy to create a fund for the purpose of acquiring interest or rights in real property in order to maintain, preserve, conserve and otherwise continue in existence adequate open space lands for the production of food, fiber and forest crops, and to assure the use and enjoyment of natural resources and scenic beauty for the economic and social well-being of the County and its citizens. All monies collected during the initial 10-year period shall be expended for the conservation of farm and agricultural land.

(e) Partnerships with Resource Providers. Clallam County recognizes the importance of partners working to support farm viability in the region, including the Clallam Conservation District,

WSU Extension and the North Olympic Land Trust (NOLT) and will continue to support and collaborate with these partners to strengthen Clallam County's community food systems and working agricultural lands.

~~(2) *Agricultural Land Protection Programs.* Clallam County has demonstrated its willingness to provide for long-term preservation of agricultural resource lands through several agricultural land protection programs:~~

~~(a) *Designated Agricultural Retention Lands.* The Washington State Growth Management Act (GMA) requires counties to designate agricultural lands of long-term significance for the commercial production of food or other agricultural products (RCW 36.70A.170). Clallam County has designated and zoned approximately 6,194 acres of land as Agricultural Retention (AR), as the County's GMA designated agricultural lands of long-term significance. All of this acreage is located in the Sequim-Dungeness Planning Region. The AR designation is intended to conserve and maintain agricultural lands through limitations on allowed residential density and uses, and incentives for new development that conserves a minimum of 75 to 88 percent of the property as an agricultural reserve. Clallam County has adopted disclosure provisions that designate agriculture within the AR zone as a favored land use that will not be considered a nuisance when conducted consistent with current best management practices and other applicable regulations.~~

~~(b) *Rural Zoning.* Outside of designated and zoned agricultural retention lands, exist numerous small to moderate size farms scattered throughout the County that are involved in raising livestock, crops, and/or other agricultural activities. These farms are an important part of the County's rural character and economy. Clallam County supports agriculture as an allowed land use within rural designated and zoned lands. It is estimated that approximately six percent of the County's 103,000 acres of designated rural lands is associated with agricultural land uses.~~

~~(c) *Purchase of Development Rights.* Conservation of agricultural land through private and/or public purchase of development rights (PDR) is a tool being used to preserve local farmland. An agricultural PDR program acquires all or some of the development rights attached to a particular property, while the owner maintains the right to utilize the land for agricultural purposes. The value of a development right is generally the difference between the market value for development versus farmland. Clallam County and other project~~

partners have purchased the development rights on 44 acres of farmland through a combination of County, private, and federal funds. As of 2006, approximately 170 acres of eastern Clallam County farmland have been protected through private and/or public PDRs.

(d) *Transfer of Development Rights (TDR).* The County has had a TDR program in the Sequim-Dungeness region since 1998, but to date no one has chosen to participate. The TDR program allows for transfer of development rights from land designated and zoned Agricultural Retention (AR), or TDR sending area, to designated TDR receiving areas within the unincorporated Sequim Urban Growth Area. Receiving area landowners can obtain higher residential densities through acquiring development rights from AR lands. Similar to PDR program, the value of a development right is generally the difference between the market value for development versus farmland. Although not yet utilized, Clallam County should monitor economic conditions and promote the use of the TDR program once conditions emerge conducive to its success.

(e) *Tax Incentives.* Clallam County continues to support agricultural land conservation, whether designated for long-term commercial significance or not, through property tax incentives (current use assessments). Participation in this program can provide landowners with lower property taxes. In 2006, there were 1,366 parcels in the tax incentive program, equating to approximately 12,333 acres.

(f) *Other.* Clallam County supports the efforts of the Clallam Conservation District, WSU-extension and 4-H programs, Master Gardeners, and the North Olympic Land Trust (NOLT). These agencies and organizations support agriculture. For example, NOLT has arranged for approximately 400 acres of land to be conserved by agricultural easements. The County also supports continued agricultural activities and education at the Robin Hill Farm County Park.

(3) Benefits provided to Clallam County residents citizens by farms and farmland include:

- Improved food security, selection, and quality through diversified local production geared to local markets;
- Preservation of the rural character, local culture, and quality of life;
- Creation and maintenance of a visually pleasing landscape;
- Preservation of valuable historic and cultural resources;

- Preservation of biodiversity and wildlife habitat;
- Improved watersheds/reduced likelihood of flooding (compared to development);
- Recharging of aquifers through irrigation;
- Economic diversification;
- Attraction of tourists and tourism dollars to the County; and
- Preservation of options for future generations.

Despite the problems faced by our agricultural industry, Clallam County retains many attributes that can support continued agriculture:

- A moderate, temperate climate that is ideal for the production of caneberries (e.g., raspberries, blackberries) and brassica crops (e.g., cabbage, cauliflower), and which makes year-round production of some vegetable crops possible;
- Excellent agricultural soils, some of them unique to Western Washington;
- An irrigation system that mitigates impacts to production in drought years;
- Unique microclimates – varied rainfall patterns, elevations, and temperatures across the County make crops such as mushrooms, rhubarb, and artichokes ideal for the West End of the County, while the East End has microclimates suitable for other types of crops such as caneberries and brassica crops;
- High tourism draw from the combination of farms, mountains, and sea, all in close proximity; and
- Access to a large progressive market in the greater Puget Sound that is receptive to high quality, high value products that can be grown here.

Most importantly, Clallam County still has many resilient, innovative, and committed farmers and farm families who want to retain their agricultural lifestyle and livelihoods. These farms include both traditional, large-scale commercial enterprises and new small-scale, intensive agricultural ventures producing alternative farm products such as high value vegetable seeds, lavender, flowers, berries, and organic vegetables.

(4) *Family Farms, Local Food Systems, and Food Security.* The ability of an area to maintain access to enough healthy food to sustain its population through economic upheavals, natural disasters, wars, and other emergencies is referred to as food security. The concept of food security is based on sound, sustainable farms and local food systems, which have ecological, social and economic components that are in balance and that are self-renewing. Systems based on local, family farms, with access to local or regional processing and marketing of food are far more resilient to large-scale disruptions that could paralyze the international flow of food, fuel, and other resources. Maintaining at least a modicum of local family farms and agricultural infrastructure for locally produced food is critical to enhancing local food security. Additionally, locally produced and processed food can be sold to local schools and other institutions, which would further enhance the future of agriculture and food security in Clallam County.

(5) *Models of Local Agricultural Success.*

(a) *Organic Fruits and Vegetables.* The demand for organic fruits and vegetables is growing rapidly in America. Clallam County, with its temperate, mild climate, as well as some excellent soils, is an ideal area to grow a wide variety of organic fruits and vegetables. One local organic farmer who started growing and selling organic vegetables over 30 years ago in Clallam County is now one of the largest organic vegetable farmers in the State, and currently sells organic produce throughout the region and into California. Many of these vegetables can be grown and harvested essentially year-round in eastern Clallam County due to its mild climate and relatively low rainfall.

(b) *Agritourism.* Clallam County's lavender industry is another example of the market niches farmers can identify and develop to make their farms profitable and sustainable. Our lavender farmers produce a wide array of value-added lavender products and have developed an agritourism industry to complement the sales of lavender products by selling the experience of visiting lavender farms and the region through festivals, farm tours, and other events. Other types of farming can also benefit by cultivating tourists on the farm such as U-pick berry farms and corn mazes that are popular with locals as well as tourists, farm stays in which visitors pay to work on farms, and farm educational events. Agritourism also benefits other local businesses such as lodging and food service, thus multiplying its economic impact.

(c) *Dairy.* Clallam County was once one of the major dairy farming regions in the State, but there are now only two remaining commercial dairy farms in the County, milking fewer than 500 cows between them. One of these dairies now processes and sells certified raw milk directly from their farm and in Puget Sound markets, and no longer ships milk out of the County for processing. It also supplies to local cheese producers. Other small dairy farmers around the nation are turning to organic milk production for local markets, processing their milk into artisan, farmstead cheese, yogurt, butter, and other products, or are selling certified raw milk like the Clallam County farmer. This type of dairy farming may be an option for other local farmers.

(d) *Seed Production.* Clallam County has a major presence in production of vegetable seeds, especially seeds in the brassica family such as cauliflower, cabbage, and Brussels sprouts. In fact, two Western Washington counties, Clallam and Skagit, collectively produce most of the brassica seeds grown in the world.

(6) *Changes in Local Agricultural Industry.* For farming to survive and thrive in Clallam County, how we view agriculture and how we develop local land use policies and implement development regulations needs to be continuously evaluated and updated. In the past our County policies have been driven by a view of agriculture as largely a producer of farm commodities such as milk, beef cattle, barley, hay, potatoes, or apples. These commodities were either processed locally or shipped out of the County as raw commodities. Clallam County can no longer compete in most of these markets. For farmers to succeed here they need to be innovative and entrepreneurial and to find markets that are not satisfied by the industrial agricultural and food industry. Products such as organic baby salad greens, gourmet lavender barbecue sauce, or farmstead gouda cheese are the high-value, niche products that many small farmers are turning to in order to make a profit.

This will require enhanced capacity to perform local processing and increased efforts to effectively brand and market Clallam County farm products. These and other new agricultural opportunities can continue and expand in the County if supported by local land use policies and regulations that allow farm entrepreneurs to explore and exploit these types of farming niches. There are a few large, commercial farms left in Clallam County that have adapted to changing economic conditions, but the future of agriculture in Clallam County will largely be determined by operators who produce high-value, unique products and agricultural services on relatively small farms.

~~The need to redefine and broaden what we mean by the term "farm," and in so doing develop policies and programs that support this new vision of agriculture, exists in many places, not just in Clallam County. The Washington State Legislature passed legislation in 2004, which was amended in 2006, that essentially redefined what agriculture is; including references to "agriculturally related experiences, or the production, marketing, and distribution of value-added agricultural products, including support services that facilitate these activities" (RCW 36.70A.177). The State of Washington now recognizes that the needs of many farmers are much broader than in the past, and that small, innovative, entrepreneurial farmers require the ability to sell everything from high-dollar, value-added products to farm experiences on agritourism-oriented farms.~~

31.02.120 Agricultural and resource land use ~~goals~~policies.

(1) Clallam County shall work to promote a strong, economically viable and ecologically responsible agricultural economy.

(2) Clallam County should provide incentives to encourage continued agriculture operations by providing property tax incentives, education and technical assistance, and the permitting of compatible on-farm enterprises and accessory uses subject to applicable performance standards.

(3) Clallam County shall incorporate right-to-farm provisions in its regulations.

(4) Clallam County should ensure that public actions are managed to minimize disruption of agricultural activity. When permanent conservation of a parcel of farmland is assured, utilities and transportation should be designed to minimize conflicts with farming.

(5) Clallam County shall work with federal agencies, the State, cities, tribes, irrigation districts and companies, Clallam Conservation District, and utility providers to conserve agricultural areas. Agricultural lands of long-term commercial significance shall not be annexed to cities, become incorporated or be included in urban growth areas unless the property's development rights have been purchased or transferred prior to or concurrent with annexation or inclusion in an urban growth area.

(6) Agricultural land users shall be encouraged to maintain water quality, protect fish and wildlife consistent with commercial agriculture and prevent erosion of valuable agricultural soils.

(7) Clallam County shall support the work of the Clallam Conservation District to assist agricultural land users with maintenance and improvement of water quality, conservation of irrigation water, protection and enhancement of fish and wildlife habitat and biological diversity consistent with commercial agriculture, and prevention of erosion of valuable agricultural soils.

(8) Clallam County will support and work closely with the Clallam County Agricultural Commission to monitor emerging issues and challenges faced by area farmers, assist with regulatory support and innovative solutions to identified challenges, and to remain adaptive to new opportunities that help to diversify and strengthen agricultural operations.

(9) Clallam County shall enhance the food security of its residents ~~citizens~~ and develop the local farm economy by actively supporting producers of food and other agricultural products for local consumption and supporting policies that encourage local institutions to purchase local food.

(10) Clallam County shall actively encourage the retention of agriculture by educating agricultural landowners about public and private programs that provide economic incentives to retain land in agricultural production.

(11) Clallam County should actively pursue the preservation of farmland through a purchase of development rights program and other programs.

(12~~1~~) Finfish hatcheries of State, local, federal and tribal governments shall be designated as agricultural lands of long-term commercial significance. Regional subarea comprehensive plans shall designate the locations of these hatcheries and shall ensure that use of lands adjacent to finfish hatcheries do not interfere with the continued use, in the accustomed manner, including maintenance of water quantity and quality standards, of the finfish hatchery.

31.02.130 Forest land issues.

(1) The forest lands within the County are of significant economic importance to its ~~citizens~~residents. Forests are a renewable resource providing abundant building and energy

materials. They are a significant value not only to the County but to the State and the nation. The County has lost significant tax revenues due to changing global economic conditions and environmental regulations. This reduction in revenue has led to significant budget reductions and cuts in public services.

(2) *Pressures on Forest Lands.* County forest lands are being permanently and irreversibly lost through conversion to other uses such as residential development. When forest lands are converted to other uses, important forest functions are impaired. Impervious surfaces accelerate runoff and erosion, degrading water quality and fish habitat. Wildlife habitat is lost, as are wildlife corridors. Development of converted forest land requires that County services must be provided, sometimes in areas distant from population centers. Forest lands that stay in production support family wage jobs in our community. It is the task of this Plan to provide the policy framework necessary to protect our remaining forest lands from conversion to other uses, through regulations and incentives to landowners.

State and federal initiatives have mandated harvest restrictions for habitat protection of endangered species. But forest lands are not lost because of restrictions that last a few years or even a few decades – the other functions of forested land are still operational, and these have their own economic significance. The upper reaches of all of our watersheds are covered in forest, which reduces soil erosion and shades streams, protecting our water supply and our rivers' anadromous fish spawning grounds. Not only do forests engage in large-scale oxygen production, they also filter pollutants from air. Forests also provide for aquifer recharge, and they offer aesthetic values and open space as well as opportunities for a range of dispersed recreational activities, from hunting and fishing to hiking and nature study.

(3) *Multiple Use of Forest Land.* Several other industries in Clallam County share the forest products industries' dependency on timber land. Our forests, with their rivers, streams and spectacular views, contribute significantly to tourism. The wildlife habitat provided by these forests support populations of game animals which further contribute to tourism, sport and subsistence hunting. Forests in our watersheds guard against soil erosion, protecting our water supplies and our rivers' anadromous fish spawning grounds. Anadromous fish support commercial and sport fisheries. Forest lands provide for aquifer recharge and protect important habitat for non-game wildlife species. Forest lands provide open space as well as opportunities for a range of scattered recreational activities, from hunting and fishing to hiking and nature study. Our proximity to the population centers of Puget Sound creates a significant market in the County for summer homes, cottages and weekend residences. In addition, the

forests provide an aesthetic backdrop, attracting persons desiring permanent residences in a wooded rural environment. Our forests can accommodate a variety of economic and recreation uses if wise and judicious management policies are fostered.

(4) *Residential Development and Forest Land Management.* Long-term commercial timber production can best be realized on parcels 80 acres and larger in size. Parcels this size devoted to growing trees should be considered as capable of being economically and practically managed for such production. Owners of land between 20 and 80 acres in size can realize long-term timber production, but would likely require a residential development component in order to achieve economic and practical use of the parcel. Owners of land under 20 acres tend to favor dwelling-related uses and interest in using the land for long-term timber yield is minimized.

(5) *Essential Public Facilities in Forest Lands.* Essential public facilities are public capital facilities of a County-wide or State-wide nature which are typically difficult to site. Essential public facilities may be sited in commercial forest lands when suitable sites cannot be located within existing urban growth areas or rural areas to minimize land use conflicts.

(6) *Industrial Uses in Forest Lands.* Industrial uses which support timber harvesting and timber management activities may wish to locate in the commercial forest areas. Industrial land uses which support timber management activities include log storage and log shipping, equipment shops and storage areas, shake and shingle operations, lumber mills and wood products manufacturing, mineral extraction, and rock crushing. These land uses could also be considered incompatible with commercial forested areas if proper mitigation for impacts to the transportation network and fire protection are not taken.

(7) *Master Planned Resorts.* A master planned resort, with a primary focus on destination resort facilities consisting of short-term visitor accommodations and indoor or outdoor recreational facilities could be proposed within Clallam County. A master planned resort will require a setting of significant natural amenities. Few, if any, areas with large acreage and significant natural amenities exist that have not been designated as commercial forest lands.

31.02.140 Forest land use ~~goals~~policies.

(1) Retain suitable forest land in the County in commercial forest land use, because of general economic benefits to the people of the County derived from forests, including timber production and processing, watershed conservation, recreation, and fish and wildlife conservation.

(2) Encourage the retention of public and private commercial large forest land holdings in commercial forest land uses, primarily as a timber resource base for the perpetuation of the County's forest and timber products industries.

(3) Foster the conservation function and scenic role of the County's private forest lands, recognizing that certain limited development will be necessary in the furtherance of other forest land goals.

(4) Recognize the economic contribution of forest lands, through timber management and wood products processing industry. It is necessary to allow forest related industries to locate in the forest and especially in the designated forest areas where they have historically existed in order to facilitate timber industry growth and operations. Industries such as log storage and log shipping, and equipment shops and storage areas are suitable in forest areas. Also, shake and shingle operations, lumber mills and wood products manufacturing should be allowed in forest areas.

(5) Development of policy and regulatory approaches to managing commercial forest lands should carefully consider present and ever-changing costs of conducting commercial forest operations, including land, equipment, labor, regulatory compliance, and transportation. Where feasible, regulations should be crafted to facilitate commercial forestry and avoid presenting a barrier to the same.

(6) Encourage classification of forest lands under State forest land taxing laws and thereby minimize conversion pressures due to highest and best use taxation assessment.

(~~7~~6) Allow recreational developments which require a forested setting, such as primitive campgrounds, picnic areas, trails, boat launches, and other dispersed outdoor recreational developments currently enjoyed on forest lands in commercial forest areas provided that the recreational activity is compatible with commercial timber harvest. Recreational developments

which are not compatible with timber harvest include, but are not limited to, golf courses, RV parks, water slides, and other uses not normally found in commercial forest areas.

(87) Clallam County shall conserve forest and mineral resources for productive use by designating resource lands where the principal and preferred land uses will be commercial resource management activities.

(98) Property designated as commercial forest resource lands shall meet the following criteria:

(a) The land is primarily devoted to growing trees (includes clearcuts and plantations);

(b) The "private forest land grade" established in RCW Title 84 is 1 through 4 or the site index for Douglas Fir is greater than 83 feet and for Hemlock is greater than 82 feet (50-year rotation base);

(c) The land does not have access (hookup rights) to municipal sewers;

(d) The parcel has a minimum parcel size of 80 acres or one-eighth of a standard section subdivision or contiguous parcels under one ownership can be grouped to total 80 acres or one-eighth of a standard section subdivision;

(e) The parcel does not meet criteria in subsections (8)(a) through (d) of this section, but are surrounded on at least three sides by lands meeting the definition of commercial forest resource lands;

(f) The parcel is not within the city limits of an incorporated city;

(g) Forest lands are usually found in large contiguous blocks of ownership and are not generally surrounded by residential development (densities do not exceed one dwelling per five acres);

(h) While slope is not a primary criteria for determination of commercial forest, steep slopes in excess of 40 percent slope should generally be included with commercial forest lands due to their unsuitability for development.

(109) Forestry shall be encouraged both within and outside of designated commercial forest lands. Reforestation shall be encouraged as the subsequent preferred reclamation method upon depleted surface mines.

(110) Clallam County shall work with cities, other public agencies, tribes, and private land owners to conserve public and private resource lands, and to encourage continued resource management.

(121) Resource industries shall use management practices that maintain forest productivity, protect the environment, and protect adjacent land uses. Clallam County shall support implementation of "best management practices" as defined by the Forest Practices Act and the Surface Mining Act on forested lands to provide for environmental protection, wildlife habitat conservation and a viable forest industry.

(132) The primary land use within designated commercial forest land shall be commercial forestry. Other resource industries such as extraction and agriculture shall be permitted within a designated forest resource area when managed to be compatible with forest management. New single-family dwellings shall be allowed in commercial forest areas as a conditional or special use when the home is not incompatible with commercial forestry, provided that a single-family dwelling on legal lots of record less than 80 acres in area should be allowed within designated commercial forest land, subject to applicable performance standards to ensure compatibility with adjacent commercial forest lands. Residential development shall be recognized as a compatible land use on lands designated as transitional from forestry to rural; provided, that measures are taken to ensure that the development is compatible with the adjacent commercial forest land use.

(143) Land uses adjacent to designated forest lands shall be sited and designed to prevent conflicts with forestry. New, nonclustered residential development adjacent to designated forest lands should be low density, and should be designed and sited to reduce potential conflicts between residences and adjacent forest lands. Each regional subarea plan shall identify the land uses and densities of residential development that are compatible with adjacent long-term commercial harvest of timber.

(154) Lands designated as commercial forest shall remain in large parcels and ownership patterns conducive to forestry.

(165) Residences within designated forest land areas shall be designed and sited to maintain the productivity of the district. Design measures and site plan requirements should be used to provide for fire control and to prevent conflicts with forest management.

(176) A private dwelling in a designated forest production area shall have an approved on-site domestic water supply or be connected to an approved water system which will not be adversely affected by forest practices.

(187) Establishment or expansion of special purpose taxing districts and local improvement districts, except fire districts, in designated commercial forest lands shall be strongly discouraged unless they directly benefit forestry.

(198) Clallam County should offer incentives to encourage conservation of forested lands. Incentives should include property tax benefits, cluster subdivision options, right-to-practice forest practices in the accustomed manner, and technical assistance in harvest techniques, water quality and habitat protection. When conservation of a forest parcel is assured, adjacent land uses, utilities, and transportation should be designed to reduce conflicts with forestry.

(2019) Lands that have not been designated as commercial forest lands of long-term commercial significance under this Comprehensive Plan and lands that have not been classified as forest land under Chapter 84.33 RCW and timber land under Chapter 84.34 RCW shall be considered as lands likely to convert to nonforest uses. Timber harvesting on such lands shall be considered a conversion under the Forest Practices Act and shall comply with County regulations for clearing, grading, drainage, and protection of critical areas.

(210) Clallam County policy on lands harvested and not reforested under a Class I, II, or III Forest Practices Act (FPA) permit and which are being converted to nonforest uses is that such lands shall have all local permits withheld for a period of six (6) years. This moratorium shall run with the land and be duly noted in the public record. For the purpose of implementing this policy, the conversion of land to nonforest uses shall mean the subdivision of land or the preparation of land for subdivision or construction. Should a landowner wish to remove the moratorium or convert the land to nonforest uses, the owner shall:

(a) Revegetate the land as prescribed by the Department of Natural Resources. Said revegetation shall serve as interim protection measures to stabilize the site for erosion control and to preserve water quality on the site; and

(b) Submit and have approved a conversion harvest plan as is provided for in Class IV conversions. The approval of said plan may include conditions and improvement requirements to control erosion, protect or enhance environmentally sensitive areas,

provide visual screening, or other conditions which are intended to reduce impacts to the environment or the area where the land is located.

(221) Clallam County shall require a conversion harvest plan on Class IV forest practices in addition to the forest practices application. Said plan shall consist of a questionnaire and a site plan, as provided for by Clallam County. The purpose of the conversion harvest plan is to address specific environmental and land use questions, and may not necessarily require extensive environmental review as provided for by the State Environmental Policy Act (SEPA).

(232) Clallam County shall work with federal agencies, the State, cities, tribes, ditch companies and utility providers to conserve areas designated as commercial forest land use (CF) and as designated mineral resource sites. Areas with these designations shall not be annexed to cities, become incorporated or be included in urban growth areas unless the property's development rights have been purchased or transferred prior to or concurrent with annexation or inclusion in an urban growth area.

(243) Land designated as commercial forest shall remain in this classification unless a strong case can be made that the zoning could be changed without affecting the commercial viability of the surrounding forest land. Zone change applications shall meet one of the following criteria:

(a) An error was made in application of the criteria establishing the zone; or

(b) The Board of County Commissioners after giving careful consideration to the value of the resource to the community finds that commercial forestry cannot generate a reasonable return on investment when compared to other forested properties and that growth could not be directed to other nonforested rural lands in the same vicinity.

(254) Essential public facilities may be located in designated commercial forest lands provided the County finds that such facilities cannot otherwise be located in urban areas, are largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted. The siting of essential public facilities in resource lands should not interfere with resource management on adjacent resource lands.

(265) Industrial uses which support timber harvesting and timber management activities may be located in designated commercial forest lands provided that the County finds:

(a) That such facilities cannot otherwise be located in urban areas;

(b) The industrial use is largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted;

(c) The siting of industrial land uses in resource lands shall not interfere with resource management on adjacent resource lands; and

(d) Only if there is a clear and compelling public benefit to the conversion of the forest land parcel to such uses.

(2~~7~~6) Industrial uses which do not support timber harvesting and timber management activities shall not be located in designated commercial forest lands unless the County finds:

(a) That such facilities cannot otherwise be located in urban growth areas or designated industrial lands;

(b) The industrial use is largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted;

(c) The siting of industrial land uses in resource lands shall not interfere with resource management on adjacent resource lands; and

(d) Only if there is a clear and compelling public benefit to the conversion of the forest land parcel to such uses.

(2~~8~~7) Master planned resorts with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities may be located in designated forest lands if the County finds that such development has more long-term economic importance than the commercial harvesting of timber, and if consistent with other criteria set forth in CCC 31.02.270.

31.02.150 Mineral resource land issues.

(1) Mineral resource lands in the County provide vitally needed construction materials to the residential, commercial and industrial sectors of the economy, as well as government agencies charged with road construction and maintenance. Therefore, the ~~citizens~~ residents of Clallam County recognize mineral resource extraction as an important piece of the local and regional

economy. Our mineral resources are finite; a stable, low-cost source of material can only be assured if measures are taken to protect the resource and allow it to be extracted.

(2) Mineral resources found in Clallam County include sand and gravel, rock, industrial minerals and metallic minerals. The Department of Natural Resources has identified likely locations of these mineral resources. Where these resources exist in rural areas, measures to ensure the continued extraction of these finite resources should be considered. Planning and land use regulations could achieve mineral resource land conservation in the following ways:

(a) Overlay zoning on mineral resource lands giving priority for extraction over subdivision;

(b) Exclusive zoning on mineral resource lands requiring extraction of resources before subdivision;

(c) Forest land zoning with allowance for mineral extraction.

(3) Environmental impacts of mineral extraction can be substantial. Aggregate production temporarily obliterates entire minesite ecosystems, but this loss can be mitigated with carefully sequenced reclamation. The effects of truck traffic can be a primary concern in designating construction aggregate mines. Damage to river beds can be another major impact of mining. Channel bar scalping can reduce the probability of flooding but can also change the river-bed morphology. Possible reduction of the quantity of groundwater is a concern in new mineral sites. Excavation breaching the lateral or seat-seals of perched aquifers can cause loss of water supplies and other damage. Washington State has several regulations which govern mineral extraction and associated impacts, including but not limited to: Surface Mining Act, Growth Management Act, Water Quality Standards, Shoreline Management Act, and the State Environmental Policy Act.

(4) CCC 31.02.160(2)(e) states that any lawful surface mine is a preferred land use and shall receive protection from incompatible uses.

(5) In Clallam County mineral resource extraction usually requires a zoning conditional use permit. However, in the Commercial Forest Zone or Mineral Resource Land Overlay District, mineral extraction and processing is a permitted use, typically occurring after timber harvesting has been completed at that site.

(6) In recognition of the geology present under much of the land zoned as Commercial Forest, or "CF," the mineral resource located under much of the land zoned CF is best suited for the repair and maintenance of forest service roads or internal roads used for timber harvesting and does not meet the quality standards that aggregate (product) must meet in order to be used for the construction of publicly owned roadways. Typically, if a mineral resource extraction is occurring on CF land and the resource being extracted is used solely for timber road maintenance the County and the State DNR do not regulate such operations.

(7) Unless specifically so designated by the County through the Mineral Resource Land Overlay District process, CF land shall not be considered mineral resource land of long-term commercial significance. Mineral extraction is and remains an authorized or "yes" use on CF land. Mineral resource extraction is and remains authorized in most rural residential zones upon the applicant obtaining a conditional use permit.

(8) In accordance with the County's critical areas code, mineral resource extraction (as defined in CCC Title 33) may be subject to the County's critical areas ordinance since critical areas may be present on a site where a surface mine is proposed. Only if any critical area (or its buffer) is present at the location of a proposed (new) mineral extraction, then the County must review that application against the applicable critical areas regulations. Upon satisfaction of the regulations found in the critical areas ordinance, the County will issue a certificate of compliance.

(9) If a County permit is required for a proposed new mineral resource extraction and/or processing activity, then the County shall be the lead agency for the State Environmental Policy Act (SEPA) (see Chapter 27.01 CCC, Chapter 197-11 WAC, and/or Chapter 43.21C RCW) and will issue a threshold determination pursuant to SEPA. When performing a SEPA review, DCD typically addresses the size of the operation and general depth of the operation as well as operational measures (see RCW 78.44.031(8)) such as noise generation, air quality, surface and ground water quality, quantity, and flow, glare, pollution, traffic safety, ground vibrations, visual impacts, and other issues. These impacts can be mitigated through such measures as: restrictions on what activities are permitted, where mineral extraction and processing may occur, hours of operation, visual buffers, road improvements, hydrogeologic analysis, noise studies, site improvements (like paving or graveling haul road) and other issues through the required permit and/or SEPA.

(10) Once DCD has completed the review described above the County signs off on an SM-6 for that parcel(s). The SM-6, if signed by the County, affirms that the mineral resource extraction and processing activity complies with the Clallam County Code and that the post-reclamation use (the subsequent use) is consistent with the Zoning Code.

(11) DNR reviews, pursuant to Chapter 78.44 RCW, the mineral resource extraction and processing activity to ensure that it is occurring in a safe manner and that the reclamation occurs as originally proposed. DNR requires a bond to ensure that they have adequate funds to reclaim a site if landowner does not reclaim the site. DNR also usually takes the lead for changes to existing surface mine (depth or how the site is mined) within the existing footprint. If the surface mine seeks a horizontal expansion it is usually reviewed by the County again.

(12) The Washington State Department of Ecology issues a National Pollutant Discharge Elimination Permit (NPDES) general sand and gravel permits for mineral extraction and processing activities (see Ecology NPDES sand-gravel general permit). This is a permit that covers all typical stormwater discharge water quality and quantity issues with a mineral resource extraction and/or processing activity. All mineral resource extraction permit applicants will be required to contain their stormwater and treat it before it is discharged to the ground or surface water.

(13) Clallam County typically requires surface mines and processing areas to have a supply of water to control dust and to gravel or pave roads to reduce dust. The Olympic Region Clean Air Authority (ORCAA) requires annual registration if a crusher or a large generator is being used, but does not usually require a permit for sorters or the use of a loader/excavator and trucks. If dust leaves the site, ORCAA can take enforcement actions, as may the County. More information about ORCAA is available at https://www.orcaa.org/.

(14) If timber (over 5,000 board feet or two log trucks) is removed from a site and the area is not reforested within three years, then the activity will require a Class IV general forest practice permit. Clallam County usually will be lead agency if the activity requires a county permit; otherwise the first State agency with a permit would issue the SEPA threshold determination. See Chapter 76.09 RCW and WAC Title 222.

(15) Surface mines deliver material throughout the County. In addition, many surface mines accept clean fill to obtain material to reclaim their surface mine and also as a source of revenue. The movement of material in and out of the site and also the site disturbance and often periods of inactivity can make surface mines a source of noxious weeds. The Olympic

National Park does not accept material from surface mines that are not certified as noxious weed-free. The County also places this requirement on surface mines and projects that import and export large amounts (in excess of five truckloads per month) of material. In addition, such large projects are required to coordinate with the County's Noxious Weed Board to develop a plan for controlling noxious weeds. Additional information is available at http://www.clallam.net/weed/.

(16) Clallam County has not adopted any noise standards that would apply to mineral resource extraction and/or processing activities. Instead, the County relies upon the Washington State Department of Ecology maximum environmental noise levels codified at Chapter 173-60 WAC. Noise is measured in decibels (dBA) at the location where the noise is being received. The WAC provisions include daylight and nighttime standards. Typically, surface mines are considered industrial use (Class C) from a noise perspective and a residence is considered a residential use (Class A). Thus, in accordance with WAC 173-60-040, the maximum permissible noise levels from mineral resource extraction as measured at a receiving residence are 60 dBA from 7:00 a.m. to 10:00 p.m. and 50 dBA from 10:00 p.m. to 7:00 a.m. Typically, different equipment (loader, sorter, and crusher) generate different noise based on the specifics of the equipment and if there are any noise reducing measures employed. There are some allowances for certain infrequent activities (alarms, blasting, etc.). Noise levels can vary based on such factors as wind, temperature, barometric pressure, topography and other factors. Clallam County would require a noise study (acoustic analysis) if a mineral extraction and processing activity were being proposed within 600 feet of an existing residence not owned by the mining applicant. With respect to a site-specific proposal for a surface mine, if mineral extraction and/or processing activities at that site are likely to exceed the maximum permissible noise levels in Chapter 173-60 WAC as measured to the closest potential receptor, then a noise report shall be required. Such a noise study would determine the dBA based on the proposed equipment and would include proposed measures (muffler, berms, distance, etc.) to reduce the noise level to the closest receiving land use.

(17) The issue of aesthetics with respect to surface mines is addressed typically by the County through SEPA. Mining activities and other land use activities in highly visible locations (e.g., adjacent to or visible from a highway or other areas where large numbers of people can see) are typically required to reduce visual impacts. For surface mines this may entail leaving visual buffers or measures to minimize the visibility of the operation.

This may include requiring visual simulations from key viewing areas, which typically are photos with the existing and proposed conditions shown. DNR usually requires the reclamation of the site to blend in with the surrounding area. Basalt quarries are required to have finished mining faces that blend in with the surrounding natural conditions. This may entail allowing higher and steeper finished faces than normally allowed through by DNR reclamation plans.

(18) Blasting of basalt and other hard rock must be done in a controlled way intended to loosen material for removal and reclamation. Blasting should be done on an infrequent basis and each blast should provide a large supply of material to be processed through traditional means. The size of and number of charges must be done in a prudent and orchestrated method to remove consolidated material and also to provide the size of material needed for riprap or for material that can be processed through a crusher. The safety of people surrounding the proposed use and the workers at mineral extraction sites from blasting is regulated by U.S. Department of Labor Mining Safety and Health Administration (MSHA) and the Washington State Department of Labor and Industries. These federal and State agencies address safety issues from noise, flying debris, etc. This may also include impacts from blasting on foundations and wells, which may entail the use of monitoring equipment for the areas around the blasting. The County may place additional restriction on the operation (such as timing restrictions) through SEPA.

(19) Asphalt or concrete plants do not constitute "mineral extraction," as that term is defined in the County's development regulations. Such plants may require an additional zoning permit where authorized as an allowed use or a conditionally permitted use.

31.02.1670 Classification of mineral resource lands.

(1) In accordance with WAC 365-190-040(4) and 365-190-070(3), the classification of lands suitable for mineral extraction may be performed by the applicant, landowner or County staff and said classification shall be done pursuant to the scoring system listed in subsection (3) of this section.

(2) For purposes of this section and any related development regulations, there is hereby defined a category of "LANDMARKS," which, for the purposes of measuring, shall be the closest boundary of the incorporated cities of Forks, Port Angeles and Sequim as presently constituted or as may be amended or revised by an official action of those cities; for example, annexation.

(3) The scoring system begins with any site to be scored starting with a score of zero with points then attributed to the site as follows:

(a) Underlying geology shall be scored and shall have a maximum score of 45 points.

(i) A sealed report from a geological engineer, geologist or similar expert stating a particular site contains a mineral resource of the type that has long-term commercial significance shall provide the site with 45 points.

(ii) A site that is mapped on the DNR 1:500K map, made part of this Comprehensive Plan, that has as its underlying geology either "Qgd" (Glaciomarine Drift-Pleistocene) or "θv(c) [theta-v-c]" (Crescent Formation) shall provide the site with 30 points.

(iii) In the case of a proposed surface mine site where the site cannot or does not score points in this category based on subsections (3)(a)(i) and (ii) of this section, said site may obtain 15 points in reliance upon the applicant submitting to the County written documents indicating the site in question contains mineral resources having long-term commercial significance, for example, soil logs.

(b) Also scored will be the quality of the resource present, if known, which shall have a maximum score of 30 points.

(i) Double the score in this category if the site is east of Morse Creek.

(ii) If quality of resource present is not known but the underlying geology is shown on the DNR 1:500K map to be either "Qgd" or "θv(c) [theta-v-c]," then the site obtains 20 points.

(iii) If the resource present at the site meets:

(A) Specifications for construction sand and gravel, then the site obtains 30 points;

(B) Specifications for Washington State Department of Transportation, then the site obtains 30 points;

(C) Specifications for County Roads Department work, then the site obtains 18 points;

(D) Other specifications not listed here for the site, then the site obtains 18 points.

(c) This classification scoring system shall, in part, score for distance (measured by road mileage from any abutting public or private right-of-way or street to a LANDMARK) as follows:

(i) Double any positive score in this category if the site is east of Morse Creek.

(ii) Less than 10 miles shall be worth 25 points.

(iii) More than 10 but less than 25 miles shall be worth 15 points.

(iv) More than 25 miles but less than 50 miles shall add zero points.

(v) Greater than 50 miles shall cause a subtraction of 15 points.

(d) This classification scoring system shall, in part, score based on the size of the parcel(s) proposed to be the site of a surface mine as follows:

(i) If more than one parcel having distinct assessor's parcel numbers ("APN") is proposed for mining, then score the proposal based upon the size of the largest parcel involved, said parcel to be known as the "measuring parcel."

(ii) If there is not more than one parcel, use the size of the parcel proposed for the mine for this scoring process.

(iii) If the measuring parcel is:

(A) Eighty acres or more, the site obtains 25 points;

(B) Not less than 40 acres but less than 80 acres, the site gains 20 points;

(C) Not less than 20 acres but less than 40 acres, the site gains 10 points;

(D) Not less than five acres but less than 20 acres, the site scores zero points;

(E) Less than five acres, 10 points are subtracted from the score.

(e) This classification scoring system shall, in part, score based on the size of the adjacent parcel(s) as follows:

(i) Included in counting the number of adjacent parcels shall be all parcels which are in whole or in part located within 1,000 feet of the boundary of the parcel(s) proposed for mining.

(ii) If 50 percent of the parcels that are counted are:

(A) Larger than 80 acres, then the site obtains 20 points;

(B) Not less than 40 acres in size but less than 80 acres in size, then the site obtains 12 points;

(C) Not less than 20 acres in size but less than 40 acres in size, then the site obtains six points;

(D) Not less than five acres in size but less than 20 acres in size, then the site scores zero points;

(E) Less than five acres in size, then nine points are subtracted from the site score;

(F) If no one category listed immediately above includes 50 percent or more of the adjacent parcels, then the proposed site obtains 12 points.

(f) This classification scoring system shall score, in part, based on the depth of the overburden present at the site as follows:

(i) The average depth of the overburden at a particular site can be estimated for scoring by a geological engineer or geologist and if that expert provides an estimated range, then the lowest number shall be used for scoring.

(ii) The depth of the overburden at a particular site can be determined by using the lowest overburden depth recorded among three excavation locations at the site.

(iii) If the depth of the overburden (as calculated pursuant to subsections (3)(f)(i) and (ii) of this section) is unknown or not less than 40 feet, then the site score in this category is five.

(iv) For each foot the overburden (as calculated pursuant to subsections (3)(f)(i) and (ii) of this section) is less than 40 feet, the site scores one point, up to a maximum of 30 points.

(g) This classification scoring system shall score, in part, based on the quantity of mineral resource present at the site, as analyzed in writing by a qualified professional, e.g., a geologist or geological engineer. If the site has a quantity of mineral resource present that is likely to last for 20 or more years, then the site shall obtain 25 points. Any site similarly analyzed in writing with resources likely to last 10 to 19 years shall obtain 20 points. Any site analyzed in writing and having mineral resources likely to last less than 10 years shall gain 10 points. The expert report written to estimate the quantity of mineral resources present at a site shall include an assumed rate of annual consumption based on the economic conditions expected to apply during the life of the surface mine. No points shall be scored in this category in the absence of such a written report.

(h) This classification system shall also include the following miscellaneous scoring rules:

(i) If the subject parcel is designated as Commercial Forest land or Commercial Forest Land/Mixed Use, then the site shall obtain 10 points.

(ii) If a noise study is submitted which indicates the mineral extraction and processing activity will not exceed the standards established in Chapter 173-60 WAC at the closest potential land use, e.g., residence, then the site shall obtain 10 points.

(iii) If there is proof of source of water at the site, then the site obtains two points.

(iv) If the subject parcel is within one-half mile (2,640 feet) of a public preserve, including, but not limited to, national wildlife refuges, state conservation areas and other governmental preserves, excluding areas where hunting is authorized, then two points will be subtracted from the score of the site.

(v) If the subject parcel is within one-half mile (2,640 feet) of an urban growth area, religious facility or school, excluding from the definition of "school" any home schooling sites or pandemic-induced remote or distance learning sites, then five points will be subtracted from the score of the site.

(vi) If there is an existing residence not owned by the mining applicant within 600 feet of the outer boundary of the site proposed for a surface mine located upon land, then nine points will be subtracted from the score of the site.

(4) The maximum classification score (without bonuses) shall be 200 or 255 if all maximum bonuses are obtained.

(5) Any landowner or applicant may request to have County staff generate a classification score for their proposed surface mine site as part of the annual Comprehensive Plan amendment cycle at no cost to the landowner or applicant. However, if the County generates the classification score for a site it will use only maps available to it to determine as best as is reasonably feasible the relevant soil type and will not take soil samples or soil cores.

(6) Nothing in this section is intended to prohibit a landowner or applicant for a surface mine from obtaining a classification report and submitting same to the County. Such a classification report need not be prepared by a person having a license or seal.

(7) If a classification scoring report concludes the score for a particular site or parcel is 100 or more (and having 15 or more points from the scoring category of "underlying geology"), then that site or parcel shall be classified as mineral resource land or "MRL." If lawful surface mining operations are subsequently undertaken at that parcel, said surface mine shall be entitled to all protections offered to any surface mine by Chapter 27.10 CCC, Right to Practice Forestry, Mining and Agriculture. Mineral resource extraction shall be the preferred use at such a site or parcel, while remaining subject to all other applicable development regulations, including any performance standards.

(8) Any site or parcel with a classification score of 150 or more (and having at least 15 or more points from the category of "underlying geology"), shall, in addition to classification as MRL, be prequalified for (upon application in accordance with CCC 33.62.070) the status of a Mineral Resource Land Overlay District or "MRLOD" status. A surface mine possessing MRLOD status remains subject to all other applicable development regulations, including any performance standards.

(9) For existing surface mines having a DNR permit, active or not, a classification scoring report is not a prerequisite to apply for MRLOD status.

31.02.1780 Designation of mineral resource lands.

(1) When designating mineral resource lands, Clallam County shall utilize these minimum guidelines:

(a) *Geology.* The land in question should contain deposits consisting of sand and gravel, coal, sandstone, basalt, or other igneous rock that is recoverable and marketable, based on

U.S. Geological Survey maps or site-specific information prepared by a geologist, or as indicated by State Department of Natural Resources (DNR) mining permit data.

(b) *Projected Life of the Resource.* To be designated as mineral resource land there should be at the land in question sufficient mineral resource to be commercially sustainable for not less than five years and up to 20 years under market conditions present when the designation is being considered.

(c) *Proximity to Point of Use or Market.* The land in question will be judged by the energy cost of transporting the extracted materials to the market or end users.

(d) *Infrastructure.* The land in question will be judged by the availability of public roads and whether there is a source of water for that land.

(e) The review of an application for a MRL or MRLOD designation will include a site-specific SEPA checklist and threshold determination. If during the SEPA process it is determined that archaeological or historic resources are identified as being likely present at that site, then the applicant shall submit an archaeological monitoring plan (prepared by a professional archaeologist) to DCD and the Washington State Department of Archaeology and Historic Preservation (DAHP) for review and approval. The purpose of this monitoring plan is to ensure compliance with all applicable Washington State laws pertaining to the protection of archaeological sites and artifacts for this proposal.

(f) Land use, current and future, will be considered:

(i) The applying parcel(s) is/are not less than 10 acres in size, unless for smaller parcels there are no existing residences within 600 feet of the boundary of the applying parcel(s). If there is a residence within 600 feet of the boundary of the applying parcel(s) not owned by the mining applicant, then the applicant must supply a noise study demonstrating that the mineral extraction and processing activity will not exceed maximum permissible noise levels found in Chapter 173-60 WAC at the nearest residence;

(ii) Land within one-fourth mile of rural residential areas having an existing density greater than (more intense than) one dwelling unit per 5.1 acres shall not be designated as mineral resource land unless there are no existing residences not owned by the mining applicant within 600 feet of the boundary of the proposed mining

site. Land exceeding the density listed immediately above may obtain an MRL designation if a noise study is submitted demonstrating that the mineral extraction and processing activity will not exceed the maximum permissible noise levels found in Chapter 173-60 WAC at the nearest residence or place of business;

(iii) The applying parcel(s) is/are surrounded by parcels no smaller than five acres in size, except parcels qualifying under subsection (1)(f)(ii) of this section;

(iv) If applicable, the current or future land use designation of the applying parcel(s) shall not exceed a residential density of one dwelling unit per five acres;

(v) Designated mineral resource lands shall be separated by a distance of at least one-half mile from public preserves, which include national wildlife refuges, state conservation areas, and other government-owned preserves, but excluding hunting areas;

(vi) The applying parcels is/are not within one-half mile of any established urban growth area, school, day care or elder care facility or place of religious worship; or

(vii) Land zoned as commercial forest land or agricultural retention is eligible for MRL designation.

(2) Any parcel or site obtaining a written classification score of not less than 100 (and scoring not less than 15 points in the category of "underlying geology") shall automatically be codesignated as Mineral Resource Land, although the parcel(s) shall also retain their underlying (existing) zoning. Accomplishing this codesignation shall require a Comprehensive Plan amendment to be initiated by the County once each year.

(3) Notwithstanding the absence of a classification scoring report or expert knowledge that a specific site, parcel(s) or lot(s) contains mineral resources of long-term commercial significance, any location on the DNR map (1:500K) shown as having the underlying geology of "Qgd" or "Tv(c)" and the underlying zoning designation of Commercial Forest, Commercial Forest/Mixed Use 20, or Commercial Forest/Mixed Use 5 shall hereby be designated as MRLOD as part of this Comprehensive Plan amendment process. It is estimated some 272,000 acres will thereby gain this MRLOD designation. Any proposed surface mine located on MRLOD land shall have all the benefits of Chapters 27.10 and 33.62 CCC and CCC 33.07.045.

(4) For the years 2021 and 2022 there shall be no fee charged to applicants or landowners seeking a Comprehensive Plan amendment to have their parcel(s) or site designated as either a Mineral Resource Land or MRLOD.

31.02.1890 Mineral resource land overlay districts.

(1) *Purpose.* The primary purpose of this Mineral Resource Land Overlay District (or "MRLOD") system is to implement the mineral resource lands designation provisions of the Comprehensive Plan, as established pursuant to RCW 36.70A.170, by allowing the type of activity that encourages and supports the opportunity for long-term commercial mineral extraction. This system is also designed to discourage incompatible uses from locating upon those lands where the extraction of minerals is occurring or can be anticipated.

(2) The MRLOD shall be an overlay district that shall replace the existing (prior) underlying zoning designation through legislative approval of an amendment to the County's zoning map.

(3) Existing surface mines having reclamation permits from the State DNR as of the effective date of the ordinance codified in this section will be granted MRLOD status through a County-initiated Comprehensive Plan amendment process.

(4) Former mining operations with an additional documented source of material that meets County Roads Department specifications or construction aggregate specifications that previously held State DNR reclamation permits may also be eligible for MRLOD designation as determined through the annual Comprehensive Plan amendment cycle.

(5) In addition, any site having a written classification score of 150 or more (and obtaining not less than 15 points from the category of "underlying geology") shall automatically be granted MRLOD status upon its compliance with CCC 33.62.010.

31.02.1960 Mineral land use ~~goals~~ policies.

(1) Based on best known available information, the Comprehensive Plan land use map should designate potential locations of all sand and gravel, hard and durable bedrock, industrial minerals, and metallic mineral deposits.

(2) Development regulations to conserve mineral resource lands shall be as follows:

(a) Mineral extraction and processing should be considered as one land use, subject to appropriate permits.

(b) Mineral extraction and processing in commercial forest lands should be permitted outright, and a conditional use in rural and urban land use designations.

(c) The locations of 50-year supplies of construction aggregates should be shown on land use (e.g., zoning) maps made available to the public. Development regulations shall ensure that adjacent land uses do not interfere with the continued use, in the accustomed manner, of these designated lands for the extraction of minerals. Development regulations should include increased setbacks for adjacent residential development, and notice to future purchasers for new residential subdivisions adjacent to an approved mineral resource zone.

(d) Development regulations or review of mineral process and extraction permits should be direct and proportional to the impacts that need to be mitigated. For example, the ordinance or conditions of approval should limit impacts (noise and dust), but not activities (crushing and sorting). Approvals should be valid through completion of the activity with compliance sought through enforcement penalties or performance bonds.

(e) Once a mineral resource site has been established, such site shall be considered a preferred land use and receive protection under a "right to practice mining" ordinance, and development proposals within 600 feet of such sites will be reviewed for compatibility with mineral extraction activities.

(f) Mineral extraction operations shall use best management practices as required by the Surface Mining Act and County plans, policies and ordinances. Such operations shall reclaim sites for productive forestry, agriculture, residential or other use after mineral extraction operations permanently cease. Newly established mineral extraction operations

are required to meet buffering and setback provisions contained in the mineral overlay district in order to reduce impacts on nearby residences.

(g) Overlay zoning on mineral resource lands giving extraction priority over other possible uses such as residences or residential subdivision.

(h) Zoning for mineral resource lands requiring extraction of resources prior to any subdivision of that site.

(i) Forest land zoning with allowance for mineral extraction, including full depletion of the resource and successful completion of the approved reclamation plan, as a subsequent use after timber harvesting has been completed.

(j) Land other than that zoned for commercial forestry shall be designated as locations suitable for mineral extraction.

31.02.170 Classification of mineral resource lands.

(1) In accordance with WAC 365-190-040(4) and 365-190-070(3), the classification of lands suitable for mineral extraction may be performed by the applicant, landowner or County staff and said classification shall be done pursuant to the scoring system listed in subsection (3) of this section.

(2) For purposes of this section and any related development regulations, there is hereby defined a category of "LANDMARKS," which, for the purposes of measuring, shall be the closest boundary of the incorporated cities of Forks, Port Angeles and Sequim as presently constituted or as may be amended or revised by an official action of those cities; for example, annexation.

(3) The scoring system begins with any site to be scored starting with a score of zero with points then attributed to the site as follows:

(a) Underlying geology shall be scored and shall have a maximum score of 45 points.

(i) A sealed report from a geological engineer, geologist or similar expert stating a particular site contains a mineral resource of the type that has long-term commercial significance shall provide the site with 45 points.

(ii) A site that is mapped on the DNR 1:500K map, made part of this Comprehensive Plan, that has as its underlying geology either "Qgd" (Glaciomarine Drift-Pleistocene) or "θv(c) [theta-v-c]" (Crescent Formation) shall provide the site with 30 points.

(iii) In the case of a proposed surface mine site where the site cannot or does not score points in this category based on subsections (3)(a)(i) and (ii) of this section, said site may obtain 15 points in reliance upon the applicant submitting to the County written documents indicating the site in question contains mineral resources having long-term commercial significance, for example, soil logs.

(b) Also scored will be the quality of the resource present, if known, which shall have a maximum score of 30 points.

(i) Double the score in this category if the site is east of Morse Creek.

(ii) If quality of resource present is not known but the underlying geology is shown on the DNR 1:500K map to be either "Qgd" or "θv(c) [theta-v-c]," then the site obtains 20 points.

(iii) If the resource present at the site meets:

(A) Specifications for construction sand and gravel, then the site obtains 30 points;

(B) Specifications for Washington State Department of Transportation, then the site obtains 30 points;

(C) Specifications for County Roads Department work, then the site obtains 18 points;

(D) Other specifications not listed here for the site, then the site obtains 18 points.

(c) This classification scoring system shall, in part, score for distance (measured by road mileage from any abutting public or private right-of-way or street to a LANDMARK) as follows:

(i) Double any positive score in this category if the site is east of Morse Creek.

(ii) Less than 10 miles shall be worth 25 points.

(iii) More than 10 but less than 25 miles shall be worth 15 points.

(iv) More than 25 miles but less than 50 miles shall add zero points.

(v) Greater than 50 miles shall cause a subtraction of 15 points.

(d) This classification scoring system shall, in part, score based on the size of the parcel(s) proposed to be the site of a surface mine as follows:

(i) If more than one parcel having distinct assessor's parcel numbers ("APN") is proposed for mining, then score the proposal based upon the size of the largest parcel involved, said parcel to be known as the "measuring parcel."

(ii) If there is not more than one parcel, use the size of the parcel proposed for the mine for this scoring process.

(iii) If the measuring parcel is:

(A) Eighty acres or more, the site obtains 25 points;

(B) Not less than 40 acres but less than 80 acres, the site gains 20 points;

(C) Not less than 20 acres but less than 40 acres, the site gains 10 points;

(D) Not less than five acres but less than 20 acres, the site scores zero points;

(E) Less than five acres, 10 points are subtracted from the score.

(e) This classification scoring system shall, in part, score based on the size of the adjacent parcel(s) as follows:

(i) Included in counting the number of adjacent parcels shall be all parcels which are in whole or in part located within 1,000 feet of the boundary of the parcel(s) proposed for mining.

(ii) If 50 percent of the parcels that are counted are:

(A) Larger than 80 acres, then the site obtains 20 points;

(B) Not less than 40 acres in size but less than 80 acres in size, then the site obtains 12 points;

(C) Not less than 20 acres in size but less than 40 acres in size, then the site obtains six points;

(D) Not less than five acres in size but less than 20 acres in size, then the site scores zero points;

(E) Less than five acres in size, then nine points are subtracted from the site score;

(F) If no one category listed immediately above includes 50 percent or more of the adjacent parcels, then the proposed site obtains 12 points.

(f) This classification scoring system shall score, in part, based on the depth of the overburden present at the site as follows:

(i) The average depth of the overburden at a particular site can be estimated for scoring by a geological engineer or geologist and if that expert provides an estimated range, then the lowest number shall be used for scoring.

(ii) The depth of the overburden at a particular site can be determined by using the lowest overburden depth recorded among three excavation locations at the site.

(iii) If the depth of the overburden (as calculated pursuant to subsections (3)(f)(i) and (ii) of this section) is unknown or not less than 40 feet, then the site score in this category is five.

(iv) For each foot the overburden (as calculated pursuant to subsections (3)(f)(i) and (ii) of this section) is less than 40 feet, the site scores one point, up to a maximum of 30 points.

(g) This classification scoring system shall score, in part, based on the quantity of mineral resource present at the site, as analyzed in writing by a qualified professional, e.g., a geologist or geological engineer. If the site has a quantity of mineral resource present that is likely to last for 20 or more years, then the site shall obtain 25 points. Any site similarly analyzed in writing with resources likely to last 10 to 19 years shall obtain 20 points. Any site analyzed in writing and having mineral resources likely to last less than 10 years shall gain 10 points. The expert report written to estimate the quantity of mineral resources present at a site shall include an assumed rate of annual consumption based on the

economic conditions expected to apply during the life of the surface mine. No points shall be scored in this category in the absence of such a written report.

(h) This classification system shall also include the following miscellaneous scoring rules:

(i) If the subject parcel is designated as Commercial Forest land or Commercial Forest Land/Mixed Use, then the site shall obtain 10 points.

(ii) If a noise study is submitted which indicates the mineral extraction and processing activity will not exceed the standards established in Chapter 173-60 WAC at the closest potential land use, e.g., residence, then the site shall obtain 10 points.

(iii) If there is proof of source of water at the site, then the site obtains two points.

(iv) If the subject parcel is within one-half mile (2,640 feet) of a public preserve, including, but not limited to, national wildlife refuges, state conservation areas and other governmental preserves, excluding areas where hunting is authorized, then two points will be subtracted from the score of the site.

(v) If the subject parcel is within one-half mile (2,640 feet) of an urban growth area, religious facility or school, excluding from the definition of "school" any home schooling sites or pandemic-induced remote or distance learning sites, then five points will be subtracted from the score of the site.

(vi) If there is an existing residence not owned by the mining applicant within 600 feet of the outer boundary of the site proposed for a surface mine located upon land, then nine points will be subtracted from the score of the site.

(4) The maximum classification score (without bonuses) shall be 200 or 255 if all maximum bonuses are obtained.

(5) Any landowner or applicant may request to have County staff generate a classification score for their proposed surface mine site as part of the annual Comprehensive Plan amendment cycle at no cost to the landowner or applicant. However, if the County generates the classification score for a site it will use only maps available to it to determine as best as is reasonably feasible the relevant soil type and will not take soil samples or soil cores.

(6) Nothing in this section is intended to prohibit a landowner or applicant for a surface mine from obtaining a classification report and submitting same to the County. Such a classification report need not be prepared by a person having a license or seal.

(7) If a classification scoring report concludes the score for a particular site or parcel is 100 or more (and having 15 or more points from the scoring category of "underlying geology"), then that site or parcel shall be classified as mineral resource land or "MRL." If lawful surface mining operations are subsequently undertaken at that parcel, said surface mine shall be entitled to all protections offered to any surface mine by Chapter 27.10 CCC, Right to Practice Forestry, Mining and Agriculture. Mineral resource extraction shall be the preferred use at such a site or parcel, while remaining subject to all other applicable development regulations, including any performance standards.

(8) Any site or parcel with a classification score of 150 or more (and having at least 15 or more points from the category of "underlying geology"), shall, in addition to classification as MRL, be prequalified for (upon application in accordance with CCC 33.62.070) the status of a Mineral Resource Land Overlay District or "MRLOD" status. A surface mine possessing MRLOD status remains subject to all other applicable development regulations, including any performance standards.

(9) For existing surface mines having a DNR permit, active or not, a classification scoring report is not a prerequisite to apply for MRLOD status.

31.02.180 Designation of mineral resource lands.

(1) When designating mineral resource lands, Clallam County shall utilize these minimum guidelines:

(a) *Geology.* The land in question should contain deposits consisting of sand and gravel, coal, sandstone, basalt, or other igneous rock that is recoverable and marketable, based on U.S. Geological Survey maps or site-specific information prepared by a geologist, or as indicated by State Department of Natural Resources (DNR) mining permit data.

(b) *Projected Life of the Resource.* To be designated as mineral resource land there should be at the land in question sufficient mineral resource to be commercially sustainable for

not less than five years and up to 20 years under market conditions present when the designation is being considered.

(c) *Proximity to Point of Use or Market.* The land in question will be judged by the energy cost of transporting the extracted materials to the market or end users.

(d) *Infrastructure.* The land in question will be judged by the availability of public roads and whether there is a source of water for that land.

(e) The review of an application for a MRL or MRLOD designation will include a site-specific SEPA checklist and threshold determination. If during the SEPA process it is determined that archaeological or historic resources are identified as being likely present at that site, then the applicant shall submit an archaeological monitoring plan (prepared by a professional archaeologist) to DCD and the Washington State Department of Archaeology and Historic Preservation (DAHP) for review and approval. The purpose of this monitoring plan is to ensure compliance with all applicable Washington State laws pertaining to the protection of archaeological sites and artifacts for this proposal.

(f) Land use, current and future, will be considered:

(i) The applying parcel(s) is/are not less than 10 acres in size, unless for smaller parcels there are no existing residences within 600 feet of the boundary of the applying parcel(s). If there is a residence within 600 feet of the boundary of the applying parcel(s) not owned by the mining applicant, then the applicant must supply a noise study demonstrating that the mineral extraction and processing activity will not exceed maximum permissible noise levels found in Chapter 173-60 WAC at the nearest residence;

(ii) Land within one-fourth mile of rural residential areas having an existing density greater than (more intense than) one dwelling unit per 5.1 acres shall not be designated as mineral resource land unless there are no existing residences not owned by the mining applicant within 600 feet of the boundary of the proposed mining site. Land exceeding the density listed immediately above may obtain an MRL designation if a noise study is submitted demonstrating that the mineral extraction and processing activity will not exceed the maximum permissible noise levels found in Chapter 173-60 WAC at the nearest residence or place of business;

(iii) The applying parcel(s) is/are surrounded by parcels no smaller than five acres in size, except parcels qualifying under subsection (1)(f)(ii) of this section;

(iv) If applicable, the current or future land use designation of the applying parcel(s) shall not exceed a residential density of one dwelling unit per five acres;

(v) Designated mineral resource lands shall be separated by a distance of at least one-half mile from public preserves, which include national wildlife refuges, state conservation areas, and other government-owned preserves, but excluding hunting areas;

(vi) The applying parcels is/are not within one-half mile of any established urban growth area, school, day care or elder care facility or place of religious worship; or

(vii) Land zoned as commercial forest land or agricultural retention is eligible for MRL designation.

(2) Any parcel or site obtaining a written classification score of not less than 100 (and scoring not less than 15 points in the category of "underlying geology") shall automatically be codesignated as Mineral Resource Land, although the parcel(s) shall also retain their underlying (existing) zoning. Accomplishing this codesignation shall require a Comprehensive Plan amendment to be initiated by the County once each year.

(3) Notwithstanding the absence of a classification scoring report or expert knowledge that a specific site, parcel(s) or lot(s) contains mineral resources of long-term commercial significance, any location on the DNR map (1:500K) shown as having the underlying geology of "Qgd" or "Tv(c)" and the underlying zoning designation of Commercial Forest, Commercial Forest/Mixed Use 20, or Commercial Forest/Mixed Use 5 shall hereby be designated as MRLOD as part of this Comprehensive Plan amendment process. It is estimated some 272,000 acres will thereby gain this MRLOD designation. Any proposed surface mine located on MRLOD land shall have all the benefits of Chapters 27.10 and 33.62 CCC and CCC 33.07.045.

(4) For the years 2021 and 2022 there shall be no fee charged to applicants or landowners seeking a Comprehensive Plan amendment to have their parcel(s) or site designated as either a Mineral Resource Land or MRLOD.

~~31.02.190 Mineral resource land overlay districts.~~

~~(1) *Purpose.* The primary purpose of this Mineral Resource Land Overlay District (or "MRLOD") system is to implement the mineral resource lands designation provisions of the Comprehensive Plan, as established pursuant to RCW 36.70A.170, by allowing the type of activity that encourages and supports the opportunity for long-term commercial mineral extraction. This system is also designed to discourage incompatible uses from locating upon those lands where the extraction of minerals is occurring or can be anticipated.~~

~~(2) The MRLOD shall be an overlay district that shall replace the existing (prior) underlying zoning designation through legislative approval of an amendment to the County's zoning map.~~

~~(3) Existing surface mines having reclamation permits from the State DNR as of the effective date of the ordinance codified in this section will be granted MRLOD status through a County-initiated Comprehensive Plan amendment process.~~

~~(4) Former mining operations with an additional documented source of material that meets County Roads Department specifications or construction aggregate specifications that previously held State DNR reclamation permits may also be eligible for MRLOD designation as determined through the annual Comprehensive Plan amendment cycle.~~

~~(5) In addition, any site having a written classification score of 150 or more (and obtaining not less than 15 points from the category of "underlying geology") shall automatically be granted MRLOD status upon its compliance with CCC 33.62.010.~~

31.02.2010 Urban growth and sprawl issues.

This section addresses the GMA required land use element (distribution and general location and extent of the uses of land for housing, commerce, industry, public utilities and public facilities) and the rural element (land uses that are compatible with the rural character of such lands). This chapter also addresses master planned resorts and essential public facilities.

In the twenty (20) year period from 2000~~1970~~ to 2020~~1990~~, the population of the three (3) cities grew by ~~less than 4,600~~approximately 5,468 people while the unincorporated area grew by ~~more than 17,000~~approximately 7,508 people. Most of the rural growth occurred in the east end of the County, ~~some of it in planned communities such as Sunland, Solmar, Mains Farm,~~

~~and Diamond Point, but also a significant portion in one-acre tracts~~. The West End ~~also~~has continued to experience a slow-down in population growth, and in some cases, a reduction in total population~~d significant population growth in the 1970's, but during the 1980's, approximately half of the population gain was lost~~.

The Growth Management Act (GMA) establishes a framework for coordinated and comprehensive planning which will help Clallam County and its cities to manage growth in a manner which best fits Clallam County. The GMA calls for urban growth areas where urban development will be encouraged and can be supported with adequate facilities and services. At the same time, the GMA discourages the inappropriate conversion of undeveloped land into sprawling, low-density development and encourages conservation of rural character and resource lands. These three (3) general land uses (urban, rural and forest resource) form the framework for more specific land use designations, which are found in one of four (4) regional subarea plans.

Although every person may be able to recognize "sprawl" when they see it, there are numerous variations of what the term means. Sprawl may be where urban areas have not been able to extend urban services, such as water and sewer systems, or adequate road systems. Sprawl may be where growth continues to spread over larger areas, spiraling outward. Sprawl may be extension of commercial development along main arterials or highways – "strip" development. Sprawl may be where housing or commercial development is not concentrated enough to provide public facilities and services in an efficient manner but too dense to be considered rural in character. Sprawl may be where there no longer is a clear distinction between a city or urban environment and a rural environment.

There are many tools and methods upon which a comprehensive plan can attempt to define and control sprawl, urban growth and rural character. Land use controls, use of physical features, purchase of lands, and setting different standards for public facilities and services between rural and urban areas are all potential tools.

Land use controls, such as housing densities and/or type of uses are one method to define rural areas from urban areas. A minimum density could be set within urban growth areas and a maximum density in rural areas. For example, land divisions in urban areas could be restricted to lots more dense than three (3) units per acre in order to ensure an efficient land use pattern and delivery of services/facilities. Land divisions in rural areas could be restricted to lots larger than one unit per acre.

Land uses can also make a clear distinction from rural to urban areas. In rural areas, people expect a quieter lifestyle: less traffic, minimal public services, animals, such as horses, chickens, etc. Commercial and industrial uses in rural areas could focus on the types of services needed for rural residents, such as feed stores, greenhouses, mineral extraction, and some convenient services like gas stations and small grocery stores. In urban areas, a wide mix of uses could be expected, including major retail, high-density housing, and industrial sites.

Use of physical features, such as rivers or ravines to separate urban areas from rural areas helps to control growth from going outward and serves as a clear line for changes in land uses. When artificial lines are used to distinguish rural areas from urban areas, it is more difficult to control the spread of urban growth. Also, the landowner living on either side of a urban/rural line might be subjected to competing land uses. An urban dweller might complain about the animals of the rural dweller. The rural dweller might be impacted by increased traffic, lights and glare from the urban area. When a major physical feature is used to separate these areas, there is less likelihood for conflicts and greater likelihood that growth could be controlled from "sprawling" outward.

Purchase of lands at the edge of urban areas for greenbelts, parks and open space can help separate urban from rural, particularly in those circumstances where a physical feature cannot be used or where development rights would be severely diminished due to new Growth Management legislation. One community has financed the purchase of farmlands and open space around an entire city. Not only does this provide recreational benefit to the ~~citizens~~residents, it also provides a clear distinction of urban areas from the rural area.

While there is a need for growth in Clallam County to be directed into urban areas, people moving here often prefer a more rural setting. How to direct growth into urban areas and discourage suburban or rural sprawl is a challenging task.

31.02.2120 Urban growth areas.

Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. Rural growth over the last twenty (20) years has made many rural residential areas

incompatible with the production of food, etc. These areas, however, do not typically require urban governmental services, such as neighborhood parks, sanitary sewer systems, water systems and stormwater systems. Those areas where these urban governmental services are now provided, or are needed, should be considered for designation as urban growth areas.

Establishing urban growth areas is a major step that Clallam County will take in managing growth. Urban growth areas must include areas and densities sufficient to accommodate the County's expected growth for the succeeding twenty (20) years. According to the Office of Financial Management, ~~Clallam County~~ population forecasts indicate that the County is likely to grow by an additional 9,545 ~~10,000 to 12,000~~ people between 2020 and 2045~~in the next twenty (20) years should be planned for~~. Sufficient areas for growth must be provided within the urban growth areas. However, it is not expected that all growth will occur in urban growth areas. It is not the intent of these policies or the GMA to stop rural growth; it is the intent of these policies to encourage a shift to urban growth where adequate public facilities and services can be provided in a financially feasible manner while conserving resource lands, rural landscapes, and environmental quality.

The Growth Management Act states that growth outside urban growth areas can occur "only if it is not urban in nature." Furthermore, urban governmental services should not be extended into rural areas. The County-wide Planning Policies state that:

> "Clallam County has six designated urban growth areas within urban growth will be encouraged and outside of which growth can occur only if it is not urban in nature. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth whether or not the urban growth area includes a city, or is adjacent to territory already characterized by urban growth, or is a designated new fully contained community as defined by RCW 36.70A.350."

~~the "County should designate as urban growth areas those unincorporated areas not in proximity to existing cities, provided that such areas meet the principles established for UGAs and that appropriate service providers are identified to provide the specified urban governmental services."~~

In both unincorporated urban growth areas, the reasons for designation as a UGA is assurance that urban residential, commercial, industrial uses would be allowed and urban governmental services can be extended consistent with the vision of those communities and the legal requirements of GMA.

Industrial lands in areas outside of Port Angeles are limited. The unincorporated communities of Diamond Point-Sunshine Acres, Carlsborg, and Clallam Bay-Sekiu offer areas with appropriate services and facilities for light industrial activities. This is also consistent with the economic development goals of the County by encouraging growth in areas experiencing insufficient economic growth.

Public water systems exist in allboth of the unincorporated UGAs. A public sewer system exists in Clallam Bay-Sekiu. These water systems do not exist only for public health reasons. These water systems exist also for economic development (fire protection for commercial/industrial uses) and to serve urban residential land uses. Section 34 and 35 of ESHB 2929 (RCW 56.08.020 and 57.16.010) alsoRCW 36.70A.110(4) appears to prohibit the extension or location of water and sewer facilities outside UGAs. If the GMA prohibits extension of these systems in rural areas, then the vision for extension of these systems within the UGAs and within the financial constraints of the water or sewer purveyor will be thwarted.) also appear to prohibit the extension or location of water and sewer facilities outside UGAs. If GMA prohibits extension of these systems in rural areas, then the vision for extension of these systems within the UGAs and within the financial constraints of the water or sewer purveyor will be thwarted.

Finally, designation of unincorporated UGAs recognizes existing land use rights of private property owners, and keeps the County from arbitrary and discriminatory actions inconsistent with the Act and this Plan. The fact that an area has not been incorporated should not give rise to the conclusion that it should not be designated as a UGA. Cities and towns throughout Washington State have become incorporated for many reasons: frustration with service delivery, land uses, etc. Cities are not necessarily a reflection of urban land use, but a choice in local governance. The incorporation of Bainbridge Island is a case in point. That community did not incorporate because it wanted urban development; it incorporated because of frustration with decisions of County government. There are numerous cities within the State with populations less than 1,000 people and which do not have the full array of urban governmental services that the GMA indicates are appropriate in UGAs. But by default, these areas have been designated as a UGA under the Act simply because at some point in the past the voters within that area incorporated. With all five (5) unincorporated urban growth areas in this Plan, they meet the same basic land use and population characteristics that many cities face in Washington State. To arbitrarily rule that they should not be UGAs simply because they are not presently incorporated would ignore the fact that they are (a) characterized by urban growth; (b) have urban governmental services; (c) provide economic development opportunities for the

~~citizens~~ residents of the County; and (d) are consistent with plan and zoning designations made over ten (10) years ago for their private property.

31.02.22350 Urban growth area amendment process.

The Growth Management Act requires that urban growth areas be reviewed at least once every ten (10) years. The County-wide Planning Policies call for a review of population growth and the impact on urban growth areas once every five (5) years. In setting urban growth areas for Clallam County, a forecast of twenty (20) year urban land needs was completed. There is a need to provide stability to where urban growth and services will occur, and supply of land should be considered in any future amendments. This warrants that specific procedures and criteria be adopted to guide urban growth area amendments.

It is the general policy of this section that urban growth area boundary amendments be discouraged except for the required ten (10) year review. Urban growth area amendments should provide overwhelming evidence that there is a demonstrated need to change the designations. As such, the following procedures and criteria must be met. In those circumstances where a landowner might wish to remove land from an urban growth area, a liberal application of the criteria should be allowed due to the abundance of urban designated land.

(1) The following procedures shall be followed in review of urban growth area amendment applications:

(a) The amendment shall be considered an amendment of the Comprehensive Plan. The procedures for public notice, timing of applications and public hearings outlined in Chapter 31.08 CCC shall be followed.

(b) The County shall consult with the appropriate city concerning the Comprehensive Plan changes that may be needed to implement the urban growth area boundary amendment.

(c) Amendment applications can be made by Clallam County or a city with a planning area that includes or is contiguous to the property; or the owners of the property included in the application or a group of more than 50 percent of the property owners who own more than 50 percent of the land area in each area included in the application.

(2) Applications for amendment of urban growth area boundaries, or the establishment of new urban growth areas, shall meet the following criteria:

(a) The applicant shall demonstrate that there is a need to accommodate the 20-year population and employment growth of that area. The following information should be supplied:

(i) Revised 20-year population and/or employment forecast demonstrating increased growth due to births, deaths and/or migration, or employment opportunities.

(ii) Information pertaining to specific historical growth and employment patterns since the last population or employment forecast provided by the County.

(b) A demonstrated need for additional land to accommodate the population and/or employment growth. The following information should be supplied:

(i) An inventory of net developable land within the existing urban growth boundary and proposed urban growth boundary.

(ii) Market availability, ownership and parcelization of net developable land within the existing urban growth boundary and proposed urban growth boundary.

(c) The amendment provides for a net improvement in the efficiency of public facilities and services, including but not limited to, water, sewage, transportation, drainage, parks and recreation.

(d) The amendment is compatible with nearby resource land (agricultural, forestry or mining) uses.

(e) The amendment meets the requirements in CCC 31.02.230 for the designation of urban growth areas.

31.02.22355 Urban growth area locations.

The following areas should be designated in the six regional or subarea plans as urban growth areas: Port Angeles, Sequim, Forks, Clallam Bay-Sekiu, Joyce, and Carlsborg.

31.02.23430 Urban growth area designation policies.

The following policies guide designation of urban growth areas. These policies were adopted by Clallam County and the cities in June 1992 as a framework for the adoption of each jurisdiction's comprehensive plan. In most cases, the policies cannot be changed without concurrence from the cities.

(1) Minimum urban growth areas (UGAs) shall be established based upon land use demand as determined by the Clallam County twenty (20) year forecast of population for the County and specified subareas, so long as the County-wide forecast is not less than the most recent forecasts available from the Office of Financial Management (OFM). The County shall provide forecasts for the designation of urban growth areas.

(a) Clallam County relied on population projections provided by the OFM (Population of Cities, Towns and Counties, Office of Financial Management, June 5, 2024) which included data from the 2020 Census, projected through 2045 under the medium growth projection as recommended by the Washington Department of Commerce.

(b) In developing the projections, and after coordinating with representatives from area cities, Clallam County utilized the Housing for All Planning Tool (HAPT) Method C, to develop the final growth and housing projections for all unincorporated urban growth areas, rural areas, and incorporated cities within Clallam County. The results of the population growth allocations are included in Table 1, below:

Table 1. OFM Population Projections and Allocations through 2045.

Jurisdiction	2020 Population (Census)	Percent Growth Allocation	Projected Growth	Projected Growth % of Jurisdiction
City of Forks	3,335	5.0%	477	14.3%
Forks UGA	1,302	0.5%	48	3.7%
City of Port Angeles	19,960	33.0%	3,150	15.8%
Port Angeles UGA	2,781	5.0%	477	17.2%
City of Sequim	8,024	31.0%	2,959	36.9%
Sequim UGA	1,577	5.0%	477	30.3%
Clallam Bay/Sekiu UGA	499	0.5%	48	9.6%
Joyce UGA	89	0.0%	-	0.0%
Carlsborg UGA	918	3.0%	286	31.2%
Unincorporated Rural	38,670	17.0%	1,623	4.2%
	Total County Growth by 2045:		**9,545**	

~~(a) A straight linear projection for the entire County utilizing data from the 1950 through 1990 U.S. Census yields a projection which is approximately 2,000 people higher than that determined from summing the individual census divisions. Linear projections of population, as shown in Table 2 below, have demonstrated their accuracy in Clallam County. If used based on 1950 through 1970 U.S. Census counts, a linear projection model would have predicted the 1990 population as later identified in the U.S. Census. This demonstrates that historically the County has followed a linear trend of growth over the long term.~~

~~The Growth Management Act and County-wide Planning Policies use the OFM analysis prepared for Clallam County as a basis for growth population projection. Since the projections, however, are inaccurate (the County has exceeded the 2012 projection by over 3,000 people already in 1994), a linear projection model should be substituted as required in the County-wide Planning Policies. The OFM population projections utilize trends of births, deaths and migration to forecast County growth. Historical trends indicate that overall births and net migration are both declining, and deaths are increasing. The most subjective standard is net migration. Clallam County protested the OFM population forecast in 1991-92 but were told by the agency that they were "minimums" to plan for. Since several Growth Hearings Board cases have ruled the numbers to be also a maximum,~~

the agency has written Clallam County to indicate that we are in an "awkward" position. The following projections were completed by OFM in the report dated January 31,1992:

Table 1. OFM Population Projections

	1990	1995	2000	2005	2010	2012
Population	56,464	57,754	58,246	58,753	59,189	59,312

Note: OFM estimated the 1994 Clallam County population as follows:

County 62,500

Unincorporated 36,700

Forks 3,355

Port Angeles 18,310

Sequim 4,135

(b) The County subarea population projections should be based either on a straight line (linear) projection model or on the subarea growth rate for the preceding ten (10) years. For the purposes of designating urban growth areas, a linear projection is preferred. For other planning purposes, the last ten (10) year subarea growth rate should be compared to a straight line projection and a determination made regarding which projection is most appropriate.

(c) The urban growth area population projections should encourage a shift from growth in unincorporated areas to urban areas, consistent with the intent of the Growth Management Act. The urban growth area population projections should also reflect subarea growth trends, in that growth usually occurs based on geographic preference (schools, climate, jobs, etc.). (Please refer to Appendix B: Population Trends in County-wide Planning Policies.)

(d) The County population forecasts should be reviewed every five (5) years. Such review shall include an analysis of the previous ten (10) year period.

Table 2. Linear Projection Model* (Census Divisions Names)

	1990 Population	2000 Population	2010 Population
Agnew-Carlsborg	6,310	7,514	8,719
Clallam Bay-Neah Bay	2,966	3,298	3,630
Crescent**	2,507	3,116	3,874
Forks	6,846	7,828	8,810
Sequim	11,076	13,168	15,260
Port Angeles**	26,759	27,959	29,214
TOTALS	56,464	62,883	69,507

* Linear projections based on 1950 – 1990 data from the U.S. Census.

** The Crescent and Port Angeles Census divisions were readjusted in the 1950 – 1990 time period to make it impossible to develop a linear forecast. The numbers in Table 2 are based on the respective areas average growth rate from 1980 to 1990.

Table 3. UGA Population Projections

Linear Projection Model Based on Subarea (Table 2)*

	1990	2000	2010
City of Port Angeles	17,710	18,382	19,053
City of Sequim	3,616	4,650	5,683

	1990	2000	2010
City of Forks	2,862	3,453	4,044

* City population projections were based on U.S. Census information dating back to 1970.

Table 4. Unincorporated UGA Population Projections
Based on 1980 – 1990 Area Average Growth Rate

	1990	2000	2010
Sunland	987	1,288	1,500
Carlsborg	655	885	1,120
Clallam Bay-Sekiu	644	702	777
Diamond Point-Sunshine Acres	374	488	660
Joyce	80	99	124
TOTAL	2,740	3,462	4,181

Based on the goal in subsection (1)(c) of this section, population allocations or adjustments to linear projection populations will encourage a trend towards a majority of new growth occurring with urban growth areas instead of in rural areas. The adjustments for incorporated cities would provide for a reversal of the urban-rural growth trends evident in the 1970 to 1990 time period. The Clallam Bay-Sekiu population projection was also adjusted upward to account for two (2) expansions of the Clallam Bay Corrections Center staff, one of which would occur between 1990 and the year 2000 and another between 2000 and 2010.

Table 5. UGA Population Projections Readjusting from Rural to Urban Growth

	1990	2000	2010
City of Port Angeles	17,710	18,577	19,674
City of Sequim	3,616	4,677	5,948
City of Forks	2,862	3,453	4,044
Clallam Bay-Sekiu	644	772	847
TOTAL	24,832	27,479	30,513

The following table outlines the allocation of total twenty (20) year County growth (Table 2: 13,043) to urban areas (Table 5 and Table 4 except for Clallam Bay-Sekiu) and rural areas (Table 2 minus urban growth). This shows that approximately fifty-four (54) percent of the new County growth is allocated to urban areas, whereas historical trends show that since 1970 the urban growth has declined from a fifty-six (56) percent share of the population to forty-three (43) percent. These population allocations reverse the trend back to 1970, which was the beginning of significant growth in Clallam County.

Table 6. Rural and UGA Population Projections*

	1990	2000	2010	Total Twenty (20) Year Growth
UGA Population	26,928	30,199	33,917	
UGA Growth	—	3,271	3,718	6,989
Rural Population	29,536	32,684	35,590	
Rural Growth	—	3,148	2,906	6,054

(2) The County should designate as urban growth areas those unincorporated areas already characterized by urban growth and not in proximity to existing cities; provided, that such areas meet the principles established for UGAs and that appropriate service providers are identified to provide the specified urban governmental services.

(3) UGAs shall include areas characterized by urban growth adjacent to existing city boundaries and physical features shall be considered in establishing UGA boundaries.

(4) It is expected that net densities will increase as urban growth and development occurs within the UGA, and the UGA boundary should be established toward this objective. Included in this principle is the requirement that urban growth areas develop specific strategies and programs to encourage infill development and redevelopment of identified underdeveloped lands.

(5) Land designated for commercial or industrial uses which encourage adjacent urban development shall not be located outside a UGA.

(6) The amount of acreage designated for commercial, industrial or other nonresidential uses within a UGA adjacent to a city boundary shall be based upon the land use element and economic development element of the city's Comprehensive Plan.

(7) The amount of acreage designated for commercial uses, industrial uses, regional facilities or other nonresidential uses within a UGA not adjacent to a city boundary shall be based upon a reasonable level of service for the size of the UGA's service area.

(8) Urban growth areas should be established to avoid critical areas, except where addressed as part of a comprehensive plan or critical areas ordinance. Wetlands and their buffers should be excluded from the developable land base in calculating the size of urban growth areas. Urban growth areas should not include designated resource lands unless the city or County has enacted a program authorizing transfer or purchase of development rights.

(9) Urban growth area designations shall consider the linkage with open space corridors within and between urban growth areas as required in the County-wide Planning Policy and the Growth Management Act.

(10) Consideration to the economic development goals within the County-wide and regional comprehensive plans shall be made when designating unincorporated UGAs not in proximity to existing cities.

(11) The County shall consider the property rights of landowners with existing urban residential, commercial, industrial land use designations, and existing locations of urban governmental services, in designating urban growth areas.

31.02.24540 Urban growth area implementation policies.

The following policies guide implementation of urban growth areas:

(1) *Annexation.*

(a) Annexation of lands within urban growth areas which are adjacent to existing cities should be encouraged.

(b) The cities and County, in coordination with existing and ultimate service providers, should develop an annexation plan which includes annexation of land characterized by urban development and a phased program of annexation consistent with the extension of services and the development of land in accordance with the city's comprehensive plan and capital facilities plan.

(c) In order to encourage continued investment in public infrastructure within urban growth areas prior to annexation, such as roads, electrical service, water and sewer, the cities, County and other public service providers should develop agreements which would reimburse the service provider for capital improvements which would be acquired by the city upon annexation.

Where an urban growth area is not affiliated with an incorporated city, the county shall work to implement uniform development standards that are commensurate to the scale, character and identity of the community. Features to consider may include but not be limited to sidewalks and surface materials, street lighting and landscaping, setbacks, signage, commercial advertising (canopies, sign angles), shielding trash cans, etc. The overall goal of this policy is to achieve a common theme of development that is reflective of the character and desire of the community.

(d) Annexations should form logical boundaries and not isolate service providers, either the County or special purpose districts (PUD, fire, etc.). Cities should be prohibited from

annexation just of commercial/industrial tax bases without accepting responsibility for service of adjacent residential or other nonresidential areas.

(e) In order to provide continuity in environmental protection, education and community outreach, the cities should continue to work with Clallam County and other agencies in implementation of watershed management plans and other environmental programs, if any.

(f) Urban growth that requires extension of sewer or water facilities shall not be allowed within the Port Angeles Urban Growth Area until an annexation plan has been agreed upon by the City of Port Angeles and Clallam County and UGA Urban Services and Development Agreements have been agreed upon by the City of Port Angeles and Clallam County Public Utility District; provided that the City may agree to extend the services prior to annexation upon completion of a utility extension agreement with a developer.

(2) Urban growth areas shall recognize and encourage development of historic sites within their areas.

(3) Public facilities and services necessary to support urban development will be specifically identified for provision within the designated urban growth areas of Clallam County through regional or subarea comprehensive plans.

(4) Urban services to be provided within UGAs should include, at a minimum, provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.

(5) Urban services/facilities required to meet the needs of new development shall be provided, or shall be planned to be available within six (6) years, to meet the levels of services established for such services within each UGA. The types of urban services/facilities and levels of service should be established in regional or subarea plans.

(6) Urban services shall be provided and constructed in accordance with the design and construction standards as specified in the UGA Urban Services and Development Agreement required by the County-wide Planning Policies for Joint Planning and Contiguous and Orderly Development.

(7) Services and facilities which are not available at the time of the development project giving rise to the need for such services shall be included in a financially feasible capital facilities element of the Comprehensive Plan for the city responsible for such service provision, and/or in the appropriate plans of the service provided.

(8) Before extension or construction of urban services, the city or service provider shall demonstrate the financial capability for continued operation of the facility.

(9) The County and the cities will ensure appropriate techniques for managing future growth consistent with the designation of urban growth areas, such as a minimum density within the UGA and a maximum density outside the UGA. Residential densities exceeding one unit per acre should be considered urban; however, net densities within urban growth areas should increase as urban growth and development occurs within the UGA. Land use plans within urban growth areas should be established toward this objective with a range of densities for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multifamily development.

(10) The County, in coordination with the adjacent city, shall consider the need for future expansion of urban growth areas beyond the projected twenty (20) year period required by the Growth Management Act. Special density considerations shall be given at the edge of urban growth areas, if determined necessary based on a land use analysis, so that future extension of urban growth areas and urban services allows conversion to more efficient urban patterns. Special density considerations could include reduced densities or cluster development options. Such considerations shall occur during preparation and adoption of joint city/county comprehensive plans for the unincorporated urban growth area.

31.02.2560 Master planned resorts land use policies.

A master planned resort, with a primary focus on destination resort facilities consisting of short-term visitor accommodations and indoor or outdoor recreational facilities could be proposed within Clallam County. Due to the potential long-term economic benefit of a master planned resort to the County's economy, consideration to siting these resorts in forested or rural areas should be made.

(1) Master planned resorts may be located outside urban growth areas provided that the following criteria and mitigation measures are met:

(a) The resort, including buffers and open space under the control of the development, is sited on a parcel or parcels of land no less than 240 contiguous acres.

(b) Existing State or County roads are adequate, or need minimal improvements, to serve the development.

(c) Capital facilities, utilities, and services, including those related to sewer, water, storm water, security, fire suppression, and emergency medical, provided on-site shall be limited to meeting the needs of the master planned resort. Such facilities, utilities, and services may be provided to a master planned resort by outside service providers, including municipalities and special purpose districts, provided that all costs associated with service extensions and capacity increases directly attributable to the master planned resort are fully borne by the resort. A master planned resort and service providers may enter into agreements for shared capital facilities and utilities; provided, that such facilities and utilities serve only the master planned resort or urban growth areas.

(d) A buffer is required adequate to ensure that harvesting of timber or crops on adjacent resource lands is not precluded.

(e) Notice regarding adjacent resource lands and the potential nuisance and conflicts is provided to future property owners.

(f) New urban and suburban land uses (densities one dwelling per acre or greater) are precluded within one mile of the resort, unless located within an existing urban growth area.

(g) The County finds that the land is better suited, and has more long-term economic importance, for the master planned resort than for the commercial harvesting of timber or agricultural production, if located on land that otherwise would be designated as forest or agricultural land of long-term commercial significance.

(h) The master planned resort is consistent with development regulations of the County to protect critical areas.

(i) On-site and off-site infrastructure impacts are fully considered and mitigated.

(j) The primary focus of the resort is on short-term visitor accommodations and indoor and/or outdoor recreational facilities. Development approval of the resort must provide mechanisms to ensure that the resort does not become a residential subdivision, such as establishing a minimum ratio of short-term to long-term accommodations.

(k) Provision shall be made for protecting or mitigating impacts to existing and newly discovered historic, archaeological and cultural sites within the master planned resort area.

31.02.2670 Commercial and industrial land use policies.

Commercial and industrial land uses in Clallam County should generally be focused into the designated urban growth areas. Land designated for commercial or industrial uses which encourage adjacent urban development shall not be located outside a UGA. Some types of commercial or industrial land uses may be appropriately located outside of urban growth areas, including those uses that are objectionable due to nuisance characteristics, size or potential for danger; uses that provide convenient service and reduce traffic demands, such as gas stations and neighborhood convenience stores; continuation of uses that were previously permitted prior to passage of the Growth Management Act; campus-style developments, such as Battelle in Sequim, that do not change the rural character of the area; and master-planned resorts with commercial components and which rely on rural or forested settings.

(1) Major commercial development should be located in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner. Regional shopping malls, large retail shopping centers, fast-food restaurants, car dealerships, financial institutions, grocery stores, and other types of uses typically found in urban areas and not in rural areas should be limited to urban growth areas.

(2) Major industrial development should be located in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner. Industrial parks, manufacturing facilities, etc. should be generally limited to urban growth areas. Those industrial uses that are objectionable due to nuisance characteristics, size or potential for danger may be located outside of urban growth areas provided that they do not encourage adjacent urban development, are largely self contained, cause no nuisance to adjacent properties (noise, dust, light, etc.) and do not require the extension of urban governmental services outward from urban growth areas, such as water and sewer. In some areas of the West

End, industrial uses may be appropriate, as long as adequate facilities and services are provided.

(3) Campus-like research firms, high-tech industries or light manufacturing may be located outside urban growth areas provided that such development does not encourage adjacent urban development, is compatible with adjacent rural or resource lands, is consistent with regional or subarea plans and is served by adequate public facilities and services. In such circumstances, the projects should meet the following performance standards:

(a) Existing transportation networks serving the site are adequate to handle traffic without adversely impacting adjacent land uses. When locating in rural areas, significant increases in traffic volumes should not be expected. Occasional deliveries of materials or supplies is permitted; consistent traffic should be prohibited unless accessing directly onto Highway 101 at improved intersections.

(b) The types of light manufacturing, research facilities or corporate offices should be limited to those uses that will not cause impacts to adjoining lands from dust, noise, light and glare or other nuisances inconsistent with the need for peace and quiet in rural areas.

(c) These facilities should be located on large parcels of land (minimum of 10 to 40 acres), buffered such that buildings, parking, etc. are not readily visible from streets or adjoining properties, and self-contained with services, such as sewage and water.

(4) Small rural villages, such as Agnew, Dungeness, Carlsborg, and Beaver should continue to be encouraged where convenient services, such as gas, food, taverns, restaurants, lodging and stores would be located. The size, location and distribution of these rural villages should be determined through regional or subarea comprehensive plans. Significant historical sites should be protected within these rural villages.

(5) Commercial and industrial areas should be reasonably grouped so that it is easier and less costly in the future to develop and maintain water supply, sewage disposal, solid waste disposal, transportation, fire and police protection.

(6) Home occupations and home-based industries within urban, rural and resource areas should be encouraged if they do not significantly increase traffic, noise, odor or detract from the residential character of the surrounding area.

(7) In order to encourage development that is transit and pedestrian friendly, and does not cause unnecessary congestion and hazards with traffic along State highways, commercial and industrial development in urban growth areas should be encouraged to group together in mall-type developments with depth from the State highway rather than in a strip along the highway. These commercial and industrial areas should be served by transit stops, pedestrian systems and frontage roads when feasible.

31.02.250 Urban growth area amendment process.

The Growth Management Act requires that urban growth areas be reviewed at least once every ten (10) years. The County-wide Planning Policies call for a review of population growth and the impact on urban growth areas once every five (5) years. In setting urban growth areas for Clallam County, a forecast of twenty (20) year urban land needs was completed. There is a need to provide stability to where urban growth and services will occur, and supply of land should be considered in any future amendments. This warrants that specific procedures and criteria be adopted to guide urban growth area amendments.

It is the general policy of this section that urban growth area boundary amendments be discouraged except for the required ten (10) year review. Urban growth area amendments should provide overwhelming evidence that there is a demonstrated need to change the designations. As such, the following procedures and criteria must be met. In those circumstances where a landowner might wish to remove land from an urban growth area, a liberal application of the criteria should be allowed due to the abundance of urban designated land.

(1) The following procedures shall be followed in review of urban growth area amendment applications:

(a) The amendment shall be considered an amendment of the Comprehensive Plan. The procedures for public notice, timing of applications and public hearings outlined in Chapter 31.08 CCC shall be followed.

(b) The County shall consult with the appropriate city concerning the Comprehensive Plan changes that may be needed to implement the urban growth area boundary amendment.

(c) Amendment applications can be made by Clallam County or a city with a planning area that includes or is contiguous to the property; or the owners of the property included in the application or a group of more than 50 percent of the property owners who own more than 50 percent of the land area in each area included in the application.

(2) Applications for amendment of urban growth area boundaries, or the establishment of new urban growth areas, shall meet the following criteria:

(a) The applicant shall demonstrate that there is a need to accommodate the 20-year population and employment growth of that area. The following information should be supplied:

(i) Revised 20-year population and/or employment forecast demonstrating increased growth due to births, deaths and/or migration, or employment opportunities.

(ii) Information pertaining to specific historical growth and employment patterns since the last population or employment forecast provided by the County.

(b) A demonstrated need for additional land to accommodate the population and/or employment growth. The following information should be supplied:

(i) An inventory of net developable land within the existing urban growth boundary and proposed urban growth boundary.

(ii) Market availability, ownership and parcelization of net developable land within the existing urban growth boundary and proposed urban growth boundary.

(c) The amendment provides for a net improvement in the efficiency of public facilities and services, including but not limited to, water, sewage, transportation, drainage, parks and recreation.

(d) The amendment is compatible with nearby resource land (agricultural, forestry or mining) uses.

(e) The amendment meets the requirements in CCC 31.02.230 for the designation of urban growth areas.

~~**31.02.255 Urban growth area locations.**~~

~~The following areas should be designated in the six regional or subarea plans as urban growth areas: Port Angeles, Sequim, Forks, Clallam Bay-Sekiu, Joyce, and Carlsborg.~~

31.02.27860 Rural growth land use policies.

The common image of rural lands is of an area which combines a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by small rural commercial clusters. Rural characteristics to be maintained include low densities, small-scale agriculture, woodlot forestry, wildlife habitat, clean water, clean air, outdoor recreation, rural lifestyles, and low traffic volumes. Rural lands in the Growth Management Act are defined by what they are not. They are not urban areas and they are not resource lands. Great care must be taken to preserve rural areas and rural characteristics so that rural quality of life for County residents can be maintained and will not diminish as full development potentials are achieved on rural lands.

The County-wide Comprehensive Plan Land Use Map has three general land uses (urban, rural and forest resource). More specific land use designations within these classifications should occur through regional or subarea comprehensive plans. Because the character of both urban and rural lands differs greatly from the west end of the County to the east end, specific policies and actions to implement the rural land use element of the Comprehensive Plan should be found in those plans. The following general policies should form the framework for acceptable rural elements of the regional or subarea plans.

(1) The lands designated rural on the County's Generalized Land Use Map shall permit only those land uses that are compatible with the rural character of such lands and provide for a variety of rural densities and development patterns, including the use of cluster housing concepts to encourage conservation of open space and resource lands.

(2) Regional subarea comprehensive plans shall identify a range of rural densities appropriate for that region. Residential density (not residential lot size) exceeding one unit per acre shall be considered urban in nature and not allowed, with the following exceptions:

(a) Development within designated limited areas of more intensive rural development (LAMIRDs); and

(b) Development within approved master planned resorts with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

(3) Development (allowed uses and densities) within rural areas should not be counter-productive to the intent of the Growth Management Act, which encourages development to locate in urban areas where public facilities and services can be provided in an efficient manner. Each regional or subarea plan shall include strategies that do not encourage development to occur in rural areas to the detriment of urban areas.

(4) New development in rural areas adjacent to designated resource lands must be compatible with the continued use of the adjacent land for resource production. Special techniques, such as increased setbacks, fire precautions, cluster developments, and notice to property owners, should be considered to ensure the compatibility of land uses.

(5) A mix of land uses should be allowed in rural lands, including residential, small-scale resource production/extraction, tourism and recreation, home-based industries, essential public facilities (see CCC 31.02.285), rural villages, and limited commercial and industrial uses (see CCC 31.02.275). The primary use of land in rural areas should be for rural residential and small-scale resource production or extraction uses. Other mixes of uses may be permitted, provided they are not incompatible with the primary use of those areas.

(6) Regional subarea comprehensive plans should address protection of cultural and historical sites within the region.

31.02.278615 Existing rural centers.

There are rural centers in the County that have some characteristics of urban growth, but are not spread over wide areas requiring urban governmental services. These areas, which include Blyn, Diamond Point, Dungeness Village, Sappho, Sunland, Beaver/Lake Pleasant, and Three Rivers, should continue as LAMIRDs, within the logical outer boundaries as designated under CCC 31.02.263 with commercial uses to be focused on serving the local community or the traveling public. In some areas of the West End, industrial uses may be appropriate where uses

prior to or as of July 1, 1990, included industrial uses, and provided that adequate facilities and services are provided.

31.02.278263 Limited areas of more intensive rural development.

Clallam County, like many Washington counties, is characterized by areas of more intensive rural development such as higher density residential, commercial, industrial, or mixed use development that are located outside of urban areas. These developments may or may not be served by sewer, water, fire, and other public services. The uncontrolled expansion of such areas of intensive, nonrural uses tends to promote sprawl and threaten the rural character. Counties found these existing developments are difficult to reconcile with State growth management goals and requirements for rural areas. At the same time, many of the resource industries that have traditionally provided jobs and income to rural residents have cut back operations or even disappeared. Many rural residents expressed a need for more employment opportunities and convenient services in rural areas.

The 1997 amendments to RCW 36.70A.070(5)(d) of the Growth Management Act (GMA) provided further direction for the rural element of a county's comprehensive plan, including guidelines for limited areas of more intensive rural development, or LAMIRDs. These amendments provide flexibility for more varied economic uses in rural areas, while maintaining rural character and scale.

The 1997 amendments recognized the opportunity that existing developed areas might offer additional jobs, services, and varied housing choices for rural residents while limiting impacts. The amendments allowed LAMIRDs as exceptions to the rural plan element requirements, while retaining protections for rural character and the operation of resource uses. Most significantly, the amendments required that counties establish logical outer boundaries, based on the boundaries of existing development, to contain more intense development.

RCW 36.70A.070(5)(d) describes three different types of LAMIRDs. The first type is rural development consisting of the infill, development, or redevelopment of existing commercial, industrial, residential or mixed use areas, as provided in RCW 36.70A.070(5)(d)(i). This type of LAMIRD must show that the area was developed more intensively on or before July 1, 1990. The

second type of LAMIRD is the intensification of development on lots containing, or new development of, small-scale recreational or tourist uses that rely on a rural location and setting and are generally allowed in the rural area per RCW 36.70A.070(5)(d)(ii). Finally, the intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses may be generally allowed in the rural area under RCW 36.70A.070(5)(d)(iii). For the latter two LAMIRD types, intensification or expansion of these businesses will be limited to the existing lot.

(1) *Background.* Prior to the 1997 amendments to the Growth Management Act to establish criteria and guidelines for LAMIRDs, Clallam County had designated more intensive rural development areas uses as part of the original adoption of its growth management comprehensive plan and implementing zoning controls in 1995. These areas of more intensive rural land use were designated in each of the County's four regional planning areas totaling approximately 12,000 acres, or 1.1 percent of Clallam County's land area.

On August 28, 2007, the County adopted Ordinance 827, which formally designated existing areas previously designated and zoned for more intensive rural development as LAMIRDs under RCW 36.70A.070(5)(d). The County had reviewed these existing areas and concluded that they qualified as LAMIRDs based on the criteria set forth at RCW 36.70A.070(5)(d), as well as based on local circumstances as set forth at RCW 36.70A.070(5)(a). A record of that review was prepared and is contained in the September 2006 Clallam County LAMIRDs Report, as supplemented in May 2007.

Clallam County's LAMIRDs designated under Ordinance 827 were challenged to the Western Washington Growth Management Hearings Board (WWGMHB). On April 23, 2008, the WWGMHB ruled on the nature and boundary lines of 20 LAMIRDs and found them noncompliant with the Growth Management Act and for certain LAMIRDs issued a determination of invalidity.

The criteria for designating LAMIRDs are set forth at RCW 36.70A.070(5)(d). The WWGMHB has interpreted those criteria as follows:

> Fundamental to the establishment of a LAMIRD is the requirement that it be based upon "existing areas and uses" as established . . . by the built environment . . . Once that area and use determination has been made, then a logical outer boundary is to be established which contains and limits expansion of those areas and uses to appropriate infill within the logical outer boundary. Therefore, when establishing a LAMIRD the County must FIRST identify the built environment, as of July 1, 1990,

so that it may be minimized and contained as required under the GMA. In determining the built environment, the Board has stated:

- Vested rights does not equate to the built environment.
- The built environment includes those facilities which are manmade, whether they are above or below ground.
- Subdivided or platted land, although occurring prior to 1990, which remains undeveloped may not be considered part of the built environment as the Legislature intended this term to relate to manmade structures.

Once the built environment has been identified, the County must establish the LOB for the LAMIRD by considering the criteria set forth in RCW 36.70A.070(5)(d):

- The need to preserve the character of existing natural neighborhoods and communities,
- Physical boundaries such as bodies of water, streets, and highways, and land forms and contours,
- The prevention of abnormally irregular boundaries, and
- The ability to provide public facilities and public services in a manner that does not permit low-density sprawl.

(2) *Compliance Response.* Clallam County conducted compliance reviews of those LAMIRDs that were found by the WWGMHB to be noncompliant and/or invalid under the Growth Management Act. A record of those reviews included proposed strategies for achieving compliance with the Growth Management Act and is contained in the Clallam County LAMIRDs Report, as the "2008 and 2009 Compliance Review Supplements." The County's compliance response resulted in the following revisions to the Comprehensive Plan, Comprehensive Plan Land Use and Zoning Map, and Zoning Code, all as described in more detail in the "2008 and 2009 Compliance Review Supplements":

(a) Provisions and policies contained in the County Comprehensive Plan and Regional Plans relating to the designation of LAMIRDs were revised where necessary to achieve compliance with the Growth Management Act.

(b) In implementing the revised policies relating to LAMIRDs, the logical outer boundaries of 16 LAMIRDs were adjusted, four areas previously designated as LAMIRDs were removed entirely from LAMIRD status, and new LAMIRDs were designated at Blyn, Solmar,

Dungeness Meadows, East Sequim Bay, and Marine Drive. Parcels that were excluded from LAMIRD designation as a result of these adjustments were rezoned to a less intensive rural designation or to a resource land designation. Parcels that were included in the LAMIRD designation as a result of these adjustments were rezoned to a more intensive rural designation.

(c) To implement the revised policies relating to LAMIRDs, the zoning standards for the following comprehensive plan and zoning map designations were adjusted for the purpose of clarifying that any future development must be similar to "uses of such type, scale, size, or intensity as already existed as of July 1, 1990," consistent with the criteria for Type I LAMIRD designations under RCW 36.70A.070(5)(d)(i): Rural Neighborhood Commercial (RNC), Rural Limited Commercial (RLC), and Rural Center (CEN).

(d) To implement the revised policies relating to LAMIRDs, new comprehensive plan and zoning designations were adopted and applied as follows:

(i) Rural Village Low (RV2) under Chapter 33.15 CCC with the same uses as Rural Village but allow a maximum residential density of one dwelling per acre, and applied to the south portion of Dungeness Village, consistent with the predominantly built environment existing as of July 1, 1990.

(ii) Tourist Rural (TR) under Chapter 33.15 CCC that allows for small-scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses that rely on a rural location and setting, but that do not include new residential development, and applied to the Crescent Beach LAMIRD, as adjusted, consistent with the criteria for Type II LAMIRDs under RCW 36.70A.070(5)(d)(ii).

(3) *Designation.* The 17 comprehensive plan land use and zoning designations listed in Table 31.02.263(A) are adopted as LAMIRDs under RCW 36.70A.070(5)(d). The boundaries of these 17 LAMIRD land use and zoning designations are shown on the Clallam County Comprehensive Plan Land Use and Zoning Map, which is comprised of the four Regional Comprehensive Plan Land Use Maps, as amended, adopted under this title. One or more of the 17 LAMIRD land use and zone classifications described in Table 31.02.263(A) are associated with designated areas of more intensive rural development within Clallam County. The general locations of Clallam County LAMIRDs are depicted on Map 31.02.263(A).

Clallam County LAMIRDs are described in detail, together with detailed maps, in the "2006 Clallam County LAMIRDs Report," as supplemented (LAMIRDs Report), and as subject to the revisions of the "2008 and 2009 GMA Compliance Supplements," all of which are hereby incorporated by reference.

31.02.2783 Limited areas of more intensive rural development goals and policies.

~~(4) *Goal and Policies.*~~ The intent of these goals and policies is to guide development of the County's existing LAMIRDs and the future designation of additional LAMIRDs. The goals and policies contained in this section supplement and, to the extent they contradict, supersede any policies contained elsewhere in this Comprehensive Plan and the respective regional plans associated with the various LAMIRDs identified in this section.

(a) *Goal 1.* Allow for the designation of LAMIRDs outside of urban growth areas based on existing rural residential communities or villages, areas of mixed use activity, isolated areas of commercial and industrial activity, and historic towns.

(b) *Policy 1.* Identify and designate LAMIRDs in the rural area, consistent with the requirements of the State Growth Management Act, Chapter 36.70A RCW, and with this title.

(c) *Policy 2.* Infill, development, and redevelopment within LAMIRDs may include commercial, industrial, and urban residential uses where uses of such type, scale, size, or intensity already existed as of July 1, 1990, but shall not extend beyond the LAMIRD's boundaries.

(d) *Policy 3.* Infill, development, and redevelopment within LAMIRDs is subject to the constraints of public facilities and services, water and sewage, and protection of critical areas, as well as all other applicable local, state, and federal regulations.

(e) *Policy 4.* In order to maintain rural character, infill development and redevelopment within LAMIRDs should minimize impervious surfaces in order to maintain a more "open" or "rural" atmosphere; should have increased setbacks, buffers, and screening to separate land uses from adjacent rural residential zones; should incorporate measures to reduce

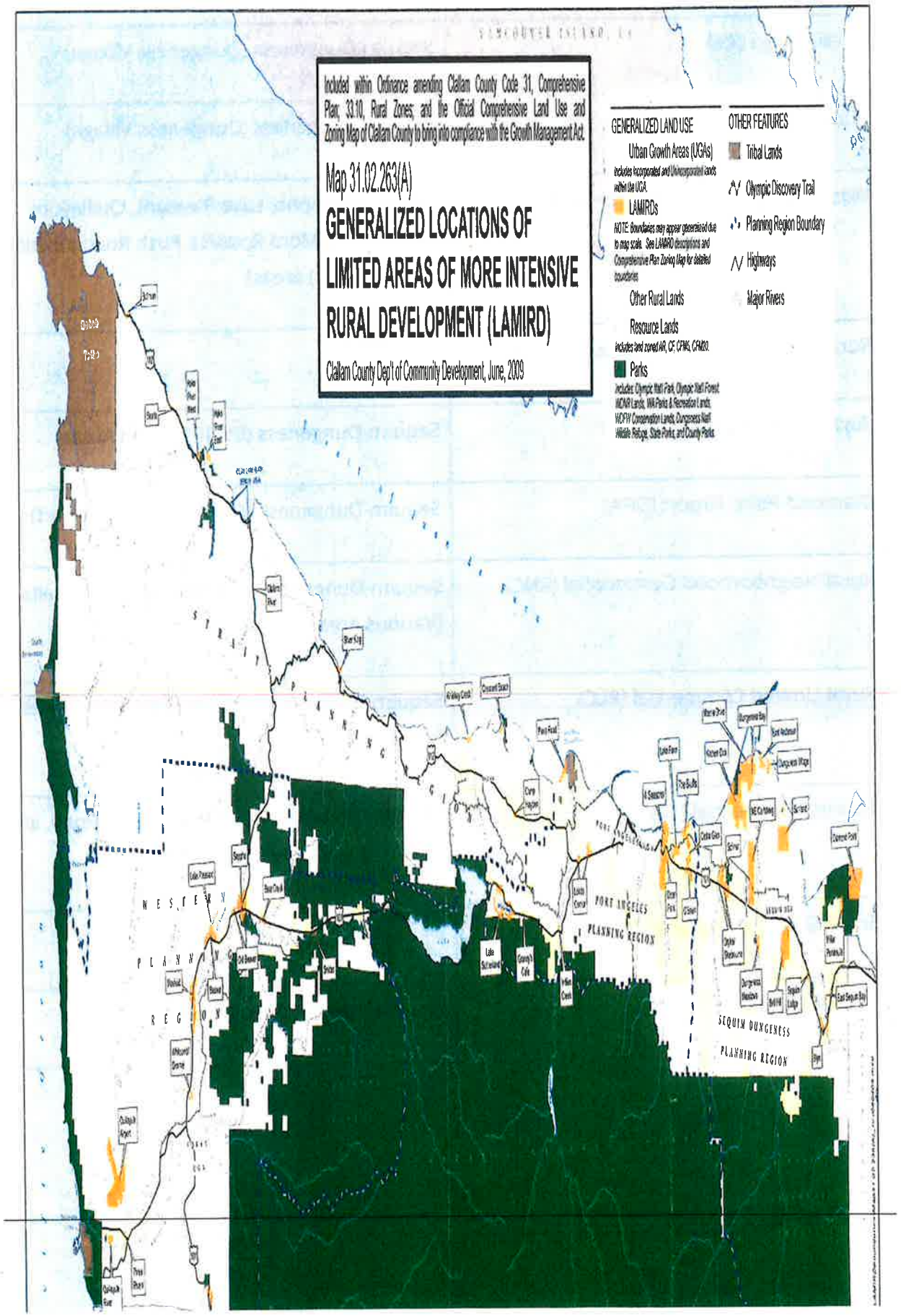
the impacts of noise, odor, and traffic; and should require high-quality landscaping designed to protect rural character.

(f) *Policy 5.* Any request for a change in LAMIRD boundaries constitutes a proposed Type C Comprehensive Plan and Zoning Map amendment under the Clallam County Comprehensive Plan at CCC 31.08.305(3), and under the Clallam County Zoning Code at CCC 33.35.015(3).

Table 31.02.263(A). LAMIRD Land Use and Zoning Designations

General LAMIRD Type	Regional Planning Area
Rural Residential LAMIRDs	
Urban Residential High (URH)	Sequim-Dungeness (Sunland)
Urban Residential Low (URL)	Sequim-Dungeness (Sunland)
Rural Suburban Community (RSC)	Sequim-Dungeness (Bell/Highland Hill)
Rural (R1)	Sequim-Dungeness, Port Angeles, and Straits (Various areas)
Western Region Rural (RW1)	Western (Various areas)
Quillayute Residential (QR)	Western (Various areas)
Rural Moderate (R2)	Sequim-Dungeness (Various areas)
Rural Center/Village LAMIRDs	
Blyn Rural Center (CEN)	Sequim-Dungeness (Blyn)

General LAMIRD Type	Regional Planning Area
Rural Village (RV)	Sequim-Dungeness (Dungeness Village)
Rural Village Low (RVL)	Sequim-Dungeness (Dungeness Village)
Western Region Rural Center (WRC)	Western [Sappho, Lake Pleasant, Quillayute Airport, and Mora Road/La Push Road Junction (Three Rivers) areas]
Rural Commercial/Mixed Use LAMIRDs	
Rural Commercial (RC)	Sequim-Dungeness (US 101-Three Areas)
Diamond Point Airport (DPA)	Sequim-Dungeness (Diamond Point Airport)
Rural Neighborhood Commercial (RNC)	Sequim-Dungeness, Port Angeles, and Straits (Various areas)
Rural Limited Commercial (RLC)	Sequim-Dungeness, Port Angeles, and Straits (Various areas)
Tourist Commercial (TC)	Western (Beaver, Whitcomb-Dimmel Road, and US 101 Bogachiel Bridge areas).
Small-Scale Recreational LAMIRDs	
Tourist Rural (TR)	Straits (Crescent Beach Area)


Included within Ordinance amending Clallam County Code 31, Comprehensive Plan, 33.10, Rural Zones; and the Official Comprehensive Land Use and Zoning Map of Clallam County to bring into compliance with the Growth Management Act.
Map 31.02.263(A)
GENERALIZED LOCATIONS OF LIMITED AREAS OF MORE INTENSIVE RURAL DEVELOPMENT (LAMIRD)
Clallam County Dep't of Community Development, June, 2009
GENERALIZED LAND USE
Urban Growth Areas (UGAs)
Includes incorporated and Unincorporated lands within the UGA.
LAMIRDs
NOTE: Boundaries may appear greenish-red due to map scale. See LAMIRD descriptions and Comprehensive Plan Zoning Map for detailed boundaries
Other Rural Lands
Resource Lands
Includes land zoned AR, CF, CFMS, CFM20.
Parks
Includes Olympic Natl Park, Olympic Natl Forest, MDNR Lands, WA Parks & Recreation Lands, WDFW Conservation Lands, Dungeness Natl Wildlife Refuge, State Parks, and County Parks.
OTHER FEATURES
Tribal Lands
Olympic Discovery Trail
Planning Region Boundary
Highways
Major Rivers
STRAIT PLANNING REGION
WESTERN PLANNING REGION
PORT ANGELES PLANNING REGION
SEQUIM DUNGENESS PLANNING REGION

31.02.265 Existing rural centers.

There are rural centers in the County that have some characteristics of urban growth, but are not spread over wide areas requiring urban governmental services. These areas, which include Blyn, Diamond Point, Dungeness Village, Sappho, Sunland, Beaver/Lake Pleasant, and Three Rivers, should continue as LAMIRDs, within the logical outer boundaries as designated under CCC 31.02.263 with commercial uses to be focused on serving the local community or the traveling public. In some areas of the West End, industrial uses may be appropriate where uses prior to or as of July 1, 1990, included industrial uses, and provided that adequate facilities and services are provided.

31.02.270 Master planned resorts.

A master planned resort, with a primary focus on destination resort facilities consisting of short-term visitor accommodations and indoor or outdoor recreational facilities could be proposed within Clallam County. Due to the potential long-term economic benefit of a master planned resort to the County's economy, consideration to siting these resorts in forested or rural areas should be made.

(1) Master planned resorts may be located outside urban growth areas provided that the following criteria and mitigation measures are met:

(a) The resort, including buffers and open space under the control of the development, is sited on a parcel or parcels of land no less than 240 contiguous acres.

(b) Existing State or County roads are adequate, or need minimal improvements, to serve the development.

(c) Capital facilities, utilities, and services, including those related to sewer, water, storm water, security, fire suppression, and emergency medical, provided on-site shall be limited to meeting the needs of the master planned resort. Such facilities, utilities, and services may be provided to a master planned resort by outside service providers, including municipalities and special purpose districts, provided that all costs associated with service extensions and capacity increases directly attributable to the master planned resort are fully borne by the resort. A master planned resort and service providers may enter into

agreements for shared capital facilities and utilities; provided, that such facilities and utilities serve only the master planned resort or urban growth areas.

(d) A buffer is required adequate to ensure that harvesting of timber or crops on adjacent resource lands is not precluded.

(e) Notice regarding adjacent resource lands and the potential nuisance and conflicts is provided to future property owners.

(f) New urban and suburban land uses (densities one dwelling per acre or greater) are precluded within one mile of the resort, unless located within an existing urban growth area.

(g) The County finds that the land is better suited, and has more long-term economic importance, for the master planned resort than for the commercial harvesting of timber or agricultural production, if located on land that otherwise would be designated as forest or agricultural land of long-term commercial significance.

(h) The master planned resort is consistent with development regulations of the County to protect critical areas.

(i) On-site and off-site infrastructure impacts are fully considered and mitigated.

(j) The primary focus of the resort is on short-term visitor accommodations and indoor and/or outdoor recreational facilities. Development approval of the resort must provide mechanisms to ensure that the resort does not become a residential subdivision, such as establishing a minimum ratio of short-term to long-term accommodations.

(k) Provision shall be made for protecting or mitigating impacts to existing and newly discovered historic, archaeological and cultural sites within the master planned resort area.

31.02.275 Commercial and industrial land uses.

Commercial and industrial land uses in Clallam County should generally be focused into the designated urban growth areas. Land designated for commercial or industrial uses which encourage adjacent urban development shall not be located outside a UGA. Some types of commercial or industrial land uses may be appropriately located outside of urban growth

areas, including those uses that are objectionable due to nuisance characteristics, size or potential for danger; uses that provide convenient service and reduce traffic demands, such as gas stations and neighborhood convenience stores; continuation of uses that were previously permitted prior to passage of the Growth Management Act; campus-style developments, such as Battelle in Sequim, that do not change the rural character of the area; and master-planned resorts with commercial components and which rely on rural or forested settings.

(1) Major commercial development should be located in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner. Regional shopping malls, large retail shopping centers, fast-food restaurants, car dealerships, financial institutions, grocery stores, and other types of uses typically found in urban areas and not in rural areas should be limited to urban growth areas.

(2) Major industrial development should be located in urban growth areas where adequate public facilities and services exist or can be provided in an efficient manner. Industrial parks, manufacturing facilities, etc. should be generally limited to urban growth areas. Those industrial uses that are objectionable due to nuisance characteristics, size or potential for danger may be located outside of urban growth areas provided that they do not encourage adjacent urban development, are largely self contained, cause no nuisance to adjacent properties (noise, dust, light, etc.) and do not require the extension of urban governmental services outward from urban growth areas, such as water and sewer. In some areas of the West End, industrial uses may be appropriate, as long as adequate facilities and services are provided.

(3) Campus-like research firms, high-tech industries or light manufacturing may be located outside urban growth areas provided that such development does not encourage adjacent urban development, is compatible with adjacent rural or resource lands, is consistent with regional or subarea plans and is served by adequate public facilities and services. In such circumstances, the projects should meet the following performance standards:

(a) Existing transportation networks serving the site are adequate to handle traffic without adversely impacting adjacent land uses. When locating in rural areas, significant increases in traffic volumes should not be expected. Occasional deliveries of materials or supplies is permitted; consistent traffic should be prohibited unless accessing directly onto Highway 101 at improved intersections.

(b) The types of light manufacturing, research facilities or corporate offices should be limited to those uses that will not cause impacts to adjoining lands from dust, noise, light and glare or other nuisances inconsistent with the need for peace and quiet in rural areas.

(c) These facilities should be located on large parcels of land (minimum of 10 to 40 acres), buffered such that buildings, parking, etc. are not readily visible from streets or adjoining properties, and self-contained with services, such as sewage and water.

(4) Small rural villages, such as Agnew, Dungeness, Carlsborg, and Beaver should continue to be encouraged where convenient services, such as gas, food, taverns, restaurants, lodging and stores would be located. The size, location and distribution of these rural villages should be determined through regional or subarea comprehensive plans. Significant historical sites should be protected within these rural villages.

(5) Commercial and industrial areas should be reasonably grouped so that it is easier and less costly in the future to develop and maintain water supply, sewage disposal, solid waste disposal, transportation, fire and police protection.

(6) Home occupations and home-based industries within urban, rural and resource areas should be encouraged if they do not significantly increase traffic, noise, odor or detract from the residential character of the surrounding area.

(7) In order to encourage development that is transit and pedestrian friendly, and does not cause unnecessary congestion and hazards with traffic along State highways, commercial and industrial development in urban growth areas should be encouraged to group together in mall-type developments with depth from the State highway rather than in a strip along the highway. These commercial and industrial areas should be served by transit stops, pedestrian systems and frontage roads when feasible.

31.02.280 Housing.

The Growth Management Act (GMA) includes a planning goal to encourage the availability of affordable housing to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The GMA requires a County comprehensive plan housing element that includes:

• An inventory and analysis of existing and projected housing needs;

• Identifying the number of housing units necessary to manage projected growth;

• A statement of goals, policies, objectives, and provisions for the preservation, improvement, and development of housing, including single-family residences;

• Identifying sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities;

• Provisions for the existing and projected needs of all economic segments of the community.

(1) *Housing Element.* In addition to this section, this plan contains the following sections incorporated as part of the housing element:

(a) CCC 31.02.210 through 31.02.255 governing urban growth area issues;

(b) CCC 31.02.285 governing essential public facilities, including in-patient facilities, group homes, and secure community transition facilities;

(c) CCC 31.02.510 and 31.02.520 governing affordable housing and providing policies recommending approaches to expand opportunities for the development of affordable housing; and

(d) Various sections in the respective regional plans providing additional details for the management of subarea housing needs and resources.

(2) The following supplemental reports are incorporated by reference as part of the housing element. They provide an inventory and analysis of the County's existing and projected housing needs, as well as a written record of unique local circumstances to be considered in devising goals, policies, and objectives to preserve, improve, and develop affordable housing to all economic segments of the County's population:

(a) *Urban Growth Areas Analysis and 10-Year Review*, May 2007 (Appendix X);

(b) ~~*Measuring Housing Need: A Data Toolkit for Clallam County*, May 2006;~~Clallam County Comprehensive Plan Land Capacity Analysis, July 2025 (Appendix X);

(c) ~~*Draft Ten Year Plan to End Homelessness in Clallam County,* December 2005;~~Comprehensive Plan Periodic Update – Housing Element Technical Analysis, October 2025 (Appendix X);

(d) ~~*Draft* *Rural Lands Report*~~, December 2006, as supplemented (Appendix X); ~~and~~

(e) ~~*Draft* *LAMIRDs Report*~~ (Limited Areas of More Intensive Rural Development), September 2006, as supplemented (Appendix X);

(f) Clallam County Demographic Profile, May 2024 (Appendix X); and

(g) 2025-2030 Clallam County Homeless Housing Plan, May 2025 (Appendix X).

(3) *Housing Issues.* The reports referenced above include, but are not limited to, the following findings and conclusions as to Clallam County's unique local circumstances relating to housing needs:

(a) The 202~~007~~ State population estimate for Clallam County was 77,155~~68,500~~ persons (OFM, 202~~407~~). As recommended by the Department of Commerce and supported by recent adjustments made to the Clallam County Demographic Profile (2024)~~According to the *Urban Growth Areas Analysis and 10-Year Review* ("UGA Report")~~, growth trends support utilizing the State growth management 2020~~2~~0 – 204~~2~~5 ~~High Series~~Medium Population Forecast (OFM, 202~~402~~) for Clallam County of 86,700~~86,927~~ persons by 2045. Based on this forecast, the County needs to plan housing for approximately 9,545~~18,427~~ new people between 202~~007~~ and 204~~2~~5. Most of this population increase is anticipated to occur within Central and Eastern Clallam County.

The County allocated growth to urban growth areas ("UGAs") in consideration of historical trends, policies supporting a shift in population growth to urban areas, city projections, and corresponding infrastructure planning and investments.

The Land Capacity Analysis (LCA)~~"UGA Report"~~ calculates the number of housing units needed in each UGA to accommodate existing population plus its allocated share of the 20-year growth by income band using OFM figures for average people per household ("PPH") and concludes that there is an adequate supply of land within each UGA to accommodate new housing units necessary for its allocation of urban population growth. With the following exceptions:

- A total of 24 high-density residential units will be needed over the 20-year planning horizon for the Clallam Bay/Sekiu UGA;
- A total of 147 high-density residential units will be needed over the 20-year planning horizon for the Sequim UGA; and
- A minimum of 0.23 acres of appropriately-zoned land necessary to accommodate emergency housing and emergency shelters will be needed for the Sequim UGA.

The ~~"UGA Report"~~LCA also describes how each UGA provides for a variety of housing densities, which serve to provide opportunity for housing within each income band segment, including extremely low (0 to 30% AMI), very low (>30% to 50% AMI), low (>50% to 80% AMI), moderate (>80% to 120%), and above. ~~protect the character of existing residential areas and allow for new single-family and multifamily housing developments~~. Commercial areas that provide for mixed use developments also address GMA and Comprehensive Plan policies for a variety of urban housing choices and affordable housing options. Larger areas of undeveloped land within UGAs, efficient use of existing infrastructure, careful infrastructure investment strategies, and adequate capacity help to stabilize land values for the provision of affordable housing.

(b) According to *the Clallam County Demographic Profile~~Measuring Housing Need: A Data Toolkit for Clallam County~~*, population growth in the County is primarily due to an influx of retirees; while there is a loss of younger people, and notable gains in ages 60-79 and steady gains in 80 plus~~resulting in a median age of 43.8 in 2000, compared to 35.3 in Washington State~~. Clallam County households are becoming smaller, with an increase in single person households, including the elderly. ~~In 1999, 25 percent of households in Washington State had an annual income less than $25,000; in Clallam County, 33 percent. In 1999, 13 percent of Clallam County's population lived in poverty; increasing housing and utilities costs since that time continue to reduce the number of housing options affordable to many working families and place a great burden on low-income households. The report identified mobile homes as an important housing component in Clallam County, constituting 17 percent of total housing units in 2000 when compared to eight percent Statewide. Forks and Sequim, in particular, contain high numbers of mobile home units.~~

The LCA~~report~~ includes recommendations~~strategies for to be considered by local jurisdictions to~~ expanding, improvinge, and~~or~~ maintaining quality affordable housing, including specific strategies designed to provide affordable housing for all income

segments and meet the demand for diversity of housing choices, which are included verbatim at CCC 31.02.510(3).

(c) According to the *Draft Ten Year Plan to End Homelessness in Clallam County*, the County has been a leader in the development of a continuum of care to address homelessness, counting our homeless, and developing a plan to end local homelessness. The Continuum of Care/Shelter Providers Network has been meeting since 1989, working to identify and address gaps in services and coordinate delivery of services to local homeless individuals and families. It is comprised of representatives from housing (shelter, transitional, permanent), social services, healthcare, domestic violence, mental health, veterans, church groups, substance abuse, education, employment, tribal, and legal services. In 2004, the group began working on a 10-year plan to end homelessness with numerous drafts developed, disseminated, and discussed during meetings and at two public forums.

In 2005, Clallam County established the Homelessness Task Force Fund, financed by a surcharge of $10 for each document recorded, pursuant to Chapter 43.185C RCW and established the Homelessness Task Force to serve as an advisory committee to the Board of Commissioners. Members of the Task Force include representatives from the Clallam County Health and Human Services Department; the cities of Port Angeles, Sequim and Forks; Clallam County Tribal Governments; Olympic Medical Center; Clallam County Housing Authority; Peninsula Community Mental Health; Healthy Families; West End Outreach; Serenity House of Clallam County; Olympic Community Action Programs; United Way of Clallam County; WorkSource; Law and Justice Council; a representative of the business community; a representative of the faith community; a representative of landlord/property management; and three representatives from the homeless or formerly homeless community. The Task Force reviewed and approved the *Draft Ten Year Plan to End Homelessness in Clallam County* and recommended adoption. On December 13, 2005, Clallam County adopted the *Draft Ten Year Plan to End Homelessness in Clallam County*, and in 2006, was the successful recipient of a $1,000,000 homeless grant assistance program grant, to be distributed over three years, to address homelessness issues. In 2005, the Washington State Legislature created the Homeless Housing Program through RCW 43.185C.160 to develop a coordinated, statewide strategy to end homelessness. As part of this effort, each participating county was required to establish a Homeless Housing Task Force. That same year, Clallam County formed its own Homelessness Task Force (HTF). The HTF plays a key role in shaping and updating Clallam County's five-year homelessness plan

and provides guidance on the allocation of document recording fee revenues. In May 2023, RCW 36.22.250 was implemented and set the document recording fee at ~~-~~$183.00 per instrument charge of which, 30% is retained by Clallam County for homelessness services.

Members of the Task Force include representatives from the Clallam County Health and Human Services Department; the cities of Port Angeles, Sequim and Forks; Lower Elwha Klallam, Jamestown S'Klallam, Quileute, and Makah Tribal Governments; Healthcare; Clallam County Housing Authority; Mental Health/Substance use provider; Domestic violence/Sexual assault provider; West end of Clallam County; Serenity House of Clallam County; Olympic Community Action Programs; United Way of Clallam County; WorkSource; Department of Social and Health Services; Law and Justice system; a representative of the business community; a representative of the faith community; representative for youth issues; representative for veteran's issues; one at-large; and two representatives from the homeless or formerly homeless community.

In accordance with Washington State law, the Homelessness Task Force is responsible for developing a five-year homeless housing plan. In July 2024, a dedicated workgroup, consisting of Homelessness Task Force members and key community stakeholders, developed the 2025-2030 Homeless Housing Plan which was formerly adopted by the Clallam County Board of Commissioners on May 27, 2025 The 2025–2030 Plan highlights the importance of a coordinated, community-wide approach to making homelessness in Clallam County rare, brief, and non-recurring. It seeks to strengthen the county's homeless response system through five core objectives:

Objectives

- Promote an equitable, accountable & transparent homeless crisis response system
- Strengthen the homeless service provider workforce
- Prevent episodes of homelessness
- Prioritize assistance based on the greatest barriers to housing stability, and the greatest risk of harm
- Seek to house everyone in a stable setting that meets their needs

Clallam County Health & Human Services (HHS) manages Document Recording Fee (DRF) revenues collected under RCW 36.22.250 to support efforts to reduce homelessness. These funds are awarded to local service providers through a competitive Request for Proposals

(RFP) process. Applicants must clearly demonstrate how their projects align with the priorities set forth in the Clallam County Homeless Housing Plan.

Because funding requests often exceed available DRF resources, the Homelessness Task Force (HTF) establishes funding priorities to guide the allocation process. These priorities are based on the objectives of the county's five-year homeless housing plan and are informed by the 2021 Clallam County Gaps & Needs Analysis to ensure that funding is directed toward the most pressing community needs.

(d) According to the ~~Draft~~ *Rural Lands Report*, as supplemented, at about 40 people per square mile, Clallam County is a rural county. The County was on the State's distressed counties list for 30 years, only being removed in 2004, making it imperative to exercise the flexibility granted rural counties under the GMA to maintain land use policies designed to attract and accommodate economic development and affordable housing for all segments of its population. With more than 85 percent of its land designated as natural resource and public lands, the County is assured extensive rural character. This extensive rural character is attracting retirees and newcomers in search of a "rural quality of life" while extensive natural resource and public lands leave only nine percent available for rural designations, including LAMIRDs. As these newcomers provide much-needed diversification of the County's economy, it is imperative to accommodate their housing needs.

(e) According to the ~~Draft~~ *LAMIRDs Report* (Limited Areas of More Intensive Rural Development), as supplemented, LAMIRDs~~, identified at CCC 31.02.263,~~ provide residential infill opportunities in areas already characterized by existing commercial, industrial, residential, or mixed use development, providing rural quality of life housing opportunities to newcomers and affordable housing opportunities for natural resource and recreation-industry workers close to where they work. This is especially important in the West End which depends heavily on these industries for its economic (re)development. The West End is characterized by remoteness, long distances, and difficult driving conditions, making it unreasonable to expect workers to commute to UGAs.

31.02.281 General housing policies.

~~(4) *Policies.*~~ Based on consideration of all of the growth management goals and unique local circumstances, Clallam County adopts the following policies to achieve its goal of ~~ensuring a variety of housing options~~ planning for and accommodating housing affordable to all economic segments of the population, and ~~to create~~creating vital communities where people live close to work, attend school, receive services and recreate, and have access to viable public and multi-model transportation options:

(a) *Policy 1.* Urban growth areas shall be adequately sized to guard against negative market fluctuations attributed to artificially tight land supply and shall promote a variety of housing types, including multifamily, single-family, mixed uses, affordable housing, and accessory living units.

(b) *Policy 2.* New high density, mixed use, affordable housing developments, and manufactured housing (mobile home) parks should be focused in urban growth areas that have the infrastructure and services to support them.

(c) *Policy 3.* Rural areas should promote a focus on single-family housing and accessory housing units, using a mix of densities, development regulations, and incentives to provide rural lifestyle opportunities while retaining rural character and protecting more remotely located low density rural and natural resource lands from conversion pressures.

(d) *Policy 4.* LAMIRDs, as identified at CCC 31.02.263, should be available to provide residential infill opportunities in areas already characterized by existing commercial, industrial, residential, or mixed use development, providing rural lifestyle and affordable housing opportunities.

(e) *Policy 5.* Accessory ~~housing~~ dwelling units (ADHUs) should be allowed to provide much needed affordable housing opportunities throughout the County. ADHUs provide general convenience for landowners to accommodate family and guests with independent living quarters; accommodating unique or special housing needs and circumstances such as caretaking housing; and allow opportunities for housing above businesses without consuming valuable commercial and industrial land base. ADHUs do not require extension of any public and private transportation facilities or utility services. To limit impacts to a neighborhood or rural character, public health and safety, groundwater resources, and governmental services, ADHUs shall be clearly incidental and subordinate to the primary land use and subject to size and structure type limitations, water and wastewater disposal standards, certificates of occupancy, design standards, and recorded title notices. The

existence of ADHUs shall not serve as justification for amending the Official Comprehensive Future Land Use and Zoning Maps to allow for increased densities.

(f) *Policy 6.* Housing in commercial forestlands should be strictly limited to parcels that pre-existed the commercial forest designation and/or do not interfere with commercial forest production.

(g) *Policy 7.* Housing in designated commercial and industrial areas should support the primary use of those areas or shall be part of mixed use developments such as affordable housing opportunities above commercial facilities.

(h) *Policy 8.* Housing in critical areas should be consistent with the policies to protect them from incompatible development.

(i) ~~(5)~~ *Policy 9.* New residential development should not cause the level of service on locally owned transportation facilities to decline below the standards adopted in the Transportation Element of the County's Comprehensive Plan.

~~(6)~~ (j) *Policy 10.* Capital facilities plans and funding should be integrated with land use plans to ensure timely replacement and rehabilitation of substandard infrastructure in order to accommodate future housing demands and to maintain existing housing stock.

(k) Clallam County should coordinate the monitoring of short-term rentals to determine the extent of the number of units operating within the County, and to what extent these units are impacting the price and availability of housing and rental stock.

31.02.282 Affordable housing issues.

(1) As described in detail in the reports referenced at CCC 31.02.280(2), Clallam County has unique local circumstances that result in a very complex housing situation. In the West End, the population has declined but housing is difficult to obtain due to lack of new construction. Eastern Clallam County has experienced rapid growth but affordable housing is in short supply due to demand. Housing prices across the County have risen extensively ~~between~~since 1985 ~~and 2005~~ due to a variety of factors, including increases in the price of land, costs of construction, financing, regulations, and demand. These increases have reached a level where the average wage earner has difficulty obtaining affordable housing.

(2) Clallam County hereby adopts by this reference the *Measuring Housing Need: A Data Toolkit for Clallam County* includinges the following its findings and strategies for providing affordable housing and meeting the demand for diversity of housing choices (Appendix X). :

(a) According to the guideline that paying 30 percent of household income for housing is affordable, nearly half (46 percent) of renter households in Clallam County in 1999 were renting housing they could not afford.

(b) Since 2000, the median price for homes has risen sharply. In the first quarter of 2000, the median price for homes sold was $98,900 and rose to $170,000 in the last quarter of 2004.

(c) A family of four needs to earn $16.75 an hour (about $33,500 a year) to afford to rent a three-bedroom unit at fair market rent in 2005 ($871 a month).

(d) A person receiving Supplemental Security Income (SSI) payments in Clallam County ($579 a month in 2005) could afford to pay $174 a month for housing. Fair market rent for a one-bedroom unit in 2005 was $458.

(3) Clallam County hereby adopts by this reference the analysis and recommendations of the Clallam County Comprehensive Plan Land Capacity Analysis, July 2025. *Measuring Housing Need: A Data Toolkit for Clallam County* includes the following strategies for providing affordable housing and meeting the demand for diversity of housing choices:

(a) Respond to the needs of the "working poor" by developing a range of affordable housing options near employment sources.

(b) Respond to the need for smaller units and units suitable for the elderly.

(c) Encourage the development of mixed uses in housing construction.

(d) Allow mixed uses in zoning, such as residential, in selected commercial/business areas.

(e) Provide incentives for housing developers to increase affordable housing, such as strategies to reduce development costs, fast-track plan approval, maintaining a file of pre-approved housing plans, reduced impact fees, and providing density bonuses.

(f) Encourage infill development where infrastructure is in place.

(g) Work with existing and new employers to develop housing options for current and planned employees.

(h) Allow residential accessory housing.

(i) Establish inclusionary zoning ordinances and other incentives for developers to reduce housing costs such as density/parking adjustments and fee reductions.

(j) Remove regulatory barriers to affordable housing by periodically reviewing and modifying ordinances, codes, and zoning regulations.

(k) Provide "fast-track" approval for reasonable accessibility modifications.

(l) Encourage design competitions to increase the amount of attractive affordable housing, and the availability of pre-approved plans.

(m) Support the development of community land trusts.

(n) Expand new affordable options with CDBG (Community Development Block Grant) resources.

(o) Link long-range plans for new and/or upgraded infrastructure development with planning for inclusion of development of affordable and accessible housing.

31.02.283 Affordable housing policies.

(1) *Policy 1.* Clallam County's affordable housing efforts should be directed at preserving and creating housing that is affordable to those with extremely low, very low, low, and moderate income, as defined in this chapter.

(2) *Policy 2.* Based on extensive local need for affordable housing as well as its unique local circumstances, the County shall encourage retention and creation of affordable housing, as defined in subsection (1) of this section, as follows:

(a) By encouraging participation in, and assisting where possible, the efforts of the Shelter Providers Network, the Homelessness Task Force, the Housing Authority of Clallam County, and the Clallam County Affordable Housing Task Force by identifying, pursuing, coordinating, and facilitating the distribution of available relevant federal, state, or private

funding to assist these agencies in their efforts to end and prevent homelessness, and to provide and maintain affordable housing in Clallam County.

(b) By ensuring that its policies and regulations encourage the retention and creation of affordable housing developments that are not subject to procedural and/or development standards not required of other residential developments.

(c) By working together with local cities to:

(i) Preserve existing affordable housing by placing a high priority on providing infrastructure and urban services to serve high-density housing developments in urban growth areas.

(ii) Encourage the creation of additional affordable housing by inventorying and designating land within urban growth areas that is available and suitable for high-density housing developments.

(iii) Coordinate plans to develop new and/or upgraded infrastructure with retention and/or creation of affordable and accessible housing.

(iv) Identify and implement other coordinated strategies to preserve or create affordable housing in urban growth areas.

(v) Continue to coordinate implementation of the "affordable housing" policies set forth in the *1992 Clallam County Countywide Planning Policy* adopted by the County and cities.

(d) By allowing mobile homes and modular homes as single-family residences.

(e) By allowing accessory housing units ("AHUs") as allowed land uses in most zones.

(f) By allowing flexible zoning and cluster development techniques that allow for a range of lot sizes and clustering of lots closer to required services.

(3) *Policy 3.* Clallam County should consider the following strategies to encourage the retention and creation of affordable housing:

(a) Forming, coordinating, supporting and/or participating in the Clallam County Affordable Housing Task Force which would be comprised of representatives from local governments, local agencies working on homelessness and/or affordable housing issues,

financial institutions, major employers, developers, contractors, real estate, chambers of commerce, economic development professions, and the like, which would have the following goals:

(i) The compilation or commissioning of updated assessments of the County's housing inventory and needs considering such issues as evolving demographics, employment patterns, market changes, affordable housing needs and other relevant local circumstances, preferably to be completed one year prior to the GMA-mandated review of the County's Comprehensive Plan with such assessment submitted to the Planning Commission for review and forwarding to the Board of County Commissioners for consideration of adoption and made available to the public.

(ii) The coordination of efforts to develop affordable housing by involving relevant agencies, programs, and funding; identifying available land in urban growth areas suitable for the development of affordable housing; and developing mechanisms for rapid review and financing of proposed affordable housing projects.

(iii) The development of educational materials that increase awareness of incentives and strategies offered by local jurisdictions and other agencies to develop affordable housing and that promote acceptance of new affordable housing developments within local communities.

(iv) The identification of existing local policies and regulations that discourage the preservation or creation of affordable housing and the development of proposed policies and regulations for consideration by relevant local governments that would encourage preservation or creation of affordable housing.

(b) Zoning and subdivision provisions that broaden the range of affordable housing choices through expanded opportunities such as townhouses, condominiums, multiplex rental housing, zero lot line standards, multi-story housing, and high-density cottage units clustered around common green spaces; and low-density attached units mixed with large open-space remainder lots.

(c) The preservation of existing mobile home parks; i.e., through the adoption of a new urban mobile home park overlay designation resulting in assessments limited to park use thereby providing property tax relief to the owners. Such designation would be available to

park owners by agreement and would be effective for a minimum time period, such as five years, to be established by regulation.

(d) Mixed use developments that include affordable housing opportunities in certain commercial zoning districts, including above commercial facilities.

(e) Incentives, such as density bonuses, that would allow residential developments to be financially viable even with a partial set-aside of below-market-rate units.

(f) Pre-approved affordable housing plans and other development permitting strategies that reduce costs, permit fees, and waiting times.

(g) Identifying and marketing publicly owned land in urban growth areas suitable for the development of very low-income housing.

(h) Consider implementation of incentives and disincentives, such as special tax initiatives, to facilitate second-home and out-of-area owners providing their homes for medium (>30 days to one year) and long-term (one year or more) rental opportunities.

(i) Temporarily suspend the Transfer of Development Rights (TDR) program identified under Subsection 31.02.115(2)(d), CCC, and monitor until such time as economic conditions emerge that are conducive to its success.

(j) Amend the standards of the Clallam County Zoning Code to incorporate provisions for the siting of emergency housing and emergency shelters. Standards should include, at a minimum, placement, spacing, appropriate zoning, and other operational and nuisance controls.

(k) Advocate in the interest of reestablishing a functional balance between the landlord and renter communities with respect to local and state regulatory frameworks.

(l) Establish a registry or similar mechanism to monitor and track the number of short-term rental units operating in Clallam County. Said registry could include key data points concerning short-term rentals and a requirement for life-safety inspections to ensure that designated short-term rental units meet minimum habitation requirements and are approved for the use indicated. Information obtained from the registry could be used to evaluate the impact of short-term rentals on the local housing market in balance with their contribution to the tourism industry.

31.02.300~~285~~ Public utilities, facilities and services.

Public utilities, facilities and services include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, schools, electrical lines, telecommunication lines, fire protection, law enforcement, public health, environmental protection and other governmental services. This section will briefly describe the proposed general distribution, location and extent of public utilities, facilities and services to be available throughout Clallam County which encourages urban growth and discourages sprawl. For more specific policies, please refer to the utilities or transportation section.

(1) *Transportation Systems. ~~[Policy No. 1)]~~* The transportation network shall be established to encourage development within urban growth areas and discourage growth in rural areas. To achieve this goal, the County should:

(a) Place a high priority on investment and expenditure of limited public funds in the transportation system in urban growth areas and limit investment and expenditure in rural areas to arterial development connecting communities and neighborhoods, and maintenance of the existing transportation system.

(b) Discourage proliferation of stoplights on Highway 101 in rural or resource land areas.

(c) Limit publicly funded new road construction in rural and resource areas except where needed to address emergency service response or respond to natural disasters.

(d) Focus development of pedestrian systems in urban growth areas, except where part of a regional plan or to serve existing areas.

(e) Encourage transit to serve urban growth areas and routes along the regional transportation system. Limit regular transit service in rural areas except where such service is provided to regional attractions, such as Dungeness Spit, Hurricane Ridge, etc., or where such service serves as an interconnection between urban areas.

(2) *Domestic Water Systems.*

(a) *[Policy ~~No. 2.~~]* Municipal water systems should be provided within urban growth areas. The County, Public Utility District and cities should work cooperatively to encourage expansion of water systems within the urban growth areas and identification of the appropriate service provider and service standards.

(b) *[Policy ~~No. 3.~~]* Municipal (city-owned) water systems in rural areas should be limited to those areas that can demonstrate water quantity limitations, water quality problems or demonstrate hydraulic continuity to rivers or streams. Expansion of water systems within existing service boundaries should be permitted, as well as the interconnection of existing rural systems.

(c) *[Policy ~~No. 4.~~]* Extension or the existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher density than that anticipated by a regional or subarea land use plan.

(3) *Fire Protection. ([Policy ~~No. 5~~])* Fire protection and suppression facilities in urban areas should receive first priority. Fire hydrants and suppression facilities in rural areas should not be required except for commercial/industrial uses.

(4) *Sanitary Waste Disposal.*

(a) *[Policy ~~No. 6.~~]* Public sanitary sewer systems should be provided within urban growth areas. The County, Public Utility District and cities should work cooperatively to encourage expansion of sanitary sewer systems within the urban growth areas and identification of the appropriate service provider and service standards.

(b) *[Policy ~~No. 7.~~]* Public sanitary sewer systems shall be prohibited in rural areas except when on-site sewage disposal systems pose a threat or risk to public health, as determined by the Clallam County Board of Health.

(c) *[Policy ~~No. 8.~~]* On-site sewage disposal systems will be considered an appropriate waste disposal method in rural and resource areas.

(d) *[Policy ~~No. 9.~~]* In those circumstances where extension of public sanitary sewer systems into rural or resource lands is declared necessary, such as an essential public facility (school or State correction center) or an area with failing systems, the sewage lines from the urban area should be for transmission only (tightlines) and sized only to serve the area declared necessary.

(5) *Schools and Cultural Facilities.*

(a) [*Policy ~~No.~~ 10.*] Public school facilities should be located in urban growth areas where adequate transportation systems, public services and residents are available. Public school facilities should be discouraged from locating in rural areas except where necessary to serve existing school populations.

(b) [*Policy ~~No.~~ 11.*] Cultural facilities including museums, libraries, and theaters should be located in urban growth areas where adequate public facilities and services exist.

(6) *Parks and Recreation.*

(a) [*Policy ~~No.~~ 12.*] Clallam County should acquire, develop and maintain park facilities and programs that will serve the needs of communities larger than the local neighborhood or urban area but less than multicounty, State-wide, or national in scope.

(b) [*Policy ~~No.~~ 13.*] Active recreation facilities, such as ballfields, tennis courts and swimming pools, should generally be located within urban growth areas and provided by a city, nonprofit or special recreation district.

(c) [*Policy ~~No.~~ 14.*] Neighborhood parks are encouraged within urban growth areas as set forth in adopted regional, subarea or park and recreation plans.

(d) [*Policy ~~No.~~ 15.*] Recognize and support the maintenance and expansion of marine facilities, including boat launches, docks, and marinas as a significant recreational and economic asset to the County.

(7) *Electrical/Telecommunication Lines.* ([*Policy ~~No.~~ 16*)] Electric and telecommunication services are needed throughout Clallam County.

(8) *Essential Public Facilities.* ([*Policy ~~No.~~ 17*)] Essential public facilities are public capital facilities of a County-wide or State-wide nature which are typically difficult to site. Essential public facilities may be located in designated commercial forest or rural lands provided the County finds that such facilities cannot otherwise be located in urban areas, are largely self-contained or served by urban governmental services in a manner that adjacent rural or urban development is not promoted, and the facility does not cause nuisances (noise, dust, light, etc.) on adjacent properties that cannot be adequately mitigated. The siting of essential public

facilities in resource lands should not interfere with resource management on adjacent resource lands.

31.02.310 Capital Facilities Plan issues.

The Capital Facilities Plan (CFP) is one element of Clallam County's Comprehensive Plan that is required by the Growth Management Act. This Comprehensive Plan coordinates land use elements with the capital facilities and transportation elements. This internal consistency and coordination ensures that the forecast of future needs is accurate, and that the land use element is reassessed if funding falls short of meeting existing and future capital facilities needs. Please refer to the transportation element for transportation system improvements. The full Capital Facilities Plan is hereby incorporated by reference to this Comprehensive Plan as ~~Appendix A~~

The CFP is a twenty (20) year plan with a six (6) year financial element for construction and maintenance of the County's capital facilities. The County capital facilities covered in this Plan include roads, sewer, general administration, courts, detention and corrections, law and justice, parks, recreation and open space, flood control devices, solid waste and equipment maintenance facilities. This plan does not include facilities owned and managed by other public entities, such as the public utility district, schools, fire districts, etc. At such time as these public entities complete inventories and set service levels, this chapter can be amended to include those facilities. They will then be expected to go through the committee process and the public hearing process to determine if they should be added to this Plan.

The Capital Facilities Plan includes four (54) major steps: (a) an inventory of existing capital facilities; (b) a forecast of the future needs; (c) proposed locations and capacities of capital facilities; ~~and~~ (d) a six (6) year financing plan; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

The Growth Management Act requires that adequate public facilities and services necessary to support development be available at the time of development. This plan identifies flood protection as the only necessary County public facilities at the time of development. Those

County public facilities identified in this Plan that are needed within six (6) years of development are: sewer (Clallam Bay/Sekiu), parks, recreation and open space, and solid waste.

Financing improvements to County public facilities can occur in one of two (2) basic manners: tax sources, such as property, sales or real estate excise taxes; or through private sources, such as mitigation requirements or development impact fees. This plan identifies use of tax sources, including an increase in the real estate excise tax and mitigation requirements to finance needed capital facility improvements. This plan does not identify development impact fees as a source of public facility and service funding.

New development often pays for the cost of extending new public facilities and services. For example, if a development is proposed on a County road that is not adequate to handle traffic, the County is able to require the developer to pay the costs of improving the County road. Water and sewer systems are similarly financed; if a developer proposes to extend water and sewer to a property, it is the responsibility of the developer to pay the costs for extension of those services.

Another way that development pays for the cost of extending new public facilities is through development fees. For example, the cities require anyone who hooks up to the sewer or water system to pay a hook-up fee. This fee is put into a special account for the eventual planning and upgrade of the system, such as the sewer treatment facility. This hook-up fee is in addition to requiring the developer extend the actual collection or distribution lines.

Chapter 82.46 RCW authorizes counties and cities to impose an additional excise tax on the sale of real estate to finance public facility construction. This additional tax is authorized in two (2) increments of one-quarter of one percent of the sale price. Clallam County adopted the first one-quarter of one percent in 1990 and has set aside funds for capital improvements. Another new taxing source which is considered for purchase of parks and open space lands is the Conservation Futures Tax, Chapter 84.34 RCW This source is taxed on all parcels of property at a rate up to $0.0174625 per $1,000 assessed valuation.

This way of paying for public facility and service extension is based on three (3) principles: (a) setting level of service standards for public facilities and services; (b) ensuring that public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy (called "concurrency"); and (c) requiring development to pay fees for the new facilities rather than rely solely on property taxes or grants to fund development of these public facilities (development impact fees).

The State limits the use of development impact fees to only those system improvements that are reasonably related to the new development, and specifically only for public streets and roads, public parks, open space and recreation, schools and fire protection facilities in areas that are not part of a fire district. (Fire facilities are generally not eligible in most of Clallam County rural or urban lands because the areas are part of a fire district.) Development impact fees cannot be used to pay for getting existing facilities up to adopted standards, or for operation and maintenance of the facilities. Development impact fees also cannot be used as the sole source of funding new facility construction, but may be used to "balance" other funding sources, such as property taxes.

The level of service summary shows that the County may expend up to $6,700,000 over the next six (6) years to maintain the level of services that residents now enjoy. Of these costs, revenue sources of $1,380,000 have not been identified, although $1,100,000 may be eliminated by being able to use the old Courthouse in the solution of office space. There is also about $2,000,000 in parks and recreation which will be spent over the next twenty (20) years, not necessarily by the year 2000. These facts bring the funded portion of the Plan in line with revenues.

There is a problem with this positive outlook. There are no costs as of yet to resolve the jail prisoner separation problem. This is still in the analysis stage and could be a significant impact on the Capital Facility Plan. One possible solution for this problem lies in the reuse of the old Juvenile Facility which becomes available in late 1994. The alternatives could range in cost from $100,000 to over $1,500,000. This Plan is expected to be modified when this data is available.

The County's 2024-2028 capital plan indicates a total planned improvement budget of $25,952,234. Of which $12,386,432 is grant/loan funded.

The funding to make this Plan work includes the second one-quarter percent local real estate excise tax as allowed under Chapter 82.46 RCW. This revenue source would be in lieu of development impact fees. This presents a logical method for financing the needed capital facilities without the negative aspect of impact fees reducing development. The other significant revenue source is the use of conservation futures and bonds for the large expenditures in park land. Thus, the people will have a say in the approval of those large acquisitions which impact them the most and advance the park system the most. If funding sources are not realized, then either the LOS Standards will have to be adjusted in recognition of the ultimate abilities of the County resources, or limits on future development and land uses will have to be enacted.

Throughout the Capital Facilities Plan, noncapital alternatives are presented to reduce the financial impact of needed capital facilities. It is expected that these alternatives will lessen the imbalance in the financial resources of the plan. Also, not all of the park expenditures are necessary to accomplish the plan. Only those which present the best opportunity for park enhancement will be accomplished and thus some savings should be realized.

31.02.320 Capital Facilities Plan policies.

(1) *Policy 1.* Ensure that County public facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

See Table 12 for County public facilities which require concurrency with development.

Table 12. Concurrency Requirements

Facility	At Time of Development	Within Six (6) Years of Development with Financial Commitment	No Requirement
Parks and Recreation	No	Yes	N/A
Solid Waste	No	Yes	N/A
Sanitary Sewer	No	Yes	N/A
General Administration	No	No	No Requirement
Courts	No	No	No Requirement

Facility	At Time of Development	Within Six (6) Years of Development with Financial Commitment	No Requirement
Detention and Correction	No	No	No Requirement
Law and Justice	No	No	No Requirement
Flood Control Devices	Yes	N/A	N/A
Equipment Maintenance Facilities	No	No	No Requirement
Schools	No	No	No Requirement

(2) *Policy 2.* Encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner.

(3) *Policy 3.* Encourage the retention of open space, development of recreational opportunities, access to natural resource lands and water, and development of parks. Existing managed public access to public forest lands for recreation should be maintained.

(4) *Policy 4.* Establish level of service (LOS) standards for County public facilities.

(5) *Policy 5.* Prepare a six (6) year financial plan for any public facilities which need to be developed as a result of LOS requirements and projected changes in population. The six (6) year financial plan should be based on cost estimates for capital improvements which are identified in the plan. See ~~Table 14 and 15 for a summary of~~ Capital Plan for detailed the financing plan.

(6) *Policy 6.* Allow private investment to assist in the accomplishment of achieving LOS.

(7) *Policy 7.* Ensure that the costs of operation and maintenance are analyzed to assure that future budgets will be able to maintain facilities.

(8) *Policy 8.* Coordinate the Capital Facilities Plan with other elements of the Clallam County Comprehensive Plan.

(9) *Policy 9.* The Capital Facilities Plan should be coordinated and be consistent, where possible, with the plans and policies of other entities within the region, adjacent counties, and municipalities.

(10) *Policy 10.* The street and utility LOS standards adopted by the City of Port Angeles in its Capital Facilities Plan and/or urban services ordinance shall apply within the Port Angeles urban growth area.

(11) *Policy 11.* Although not identified as a public facility under Table 12, above, given the fiscal challenges and decreasing availability of medical service facilities relative to population, Clallam County should explore opportunities and creative zoning solutions to facilitate the placement of medical service facilities throughout the County to closely align with community needs.

31.02.3310 Natural, historical, and cultural resource issues.

In putting forth growth management legislation, Washington State recognized that the environment, open space and recreation, historical and archaeological resources, and ~~citizen~~ public participation and coordination were integral to quality of life of its ~~citizens~~people. The State, and Clallam County, have acknowledged that growth itself can degrade the environment. Careful management is necessary to limit the environmental impacts of growth. Identifying and encouraging the preservation of lands, sites, and structures that have historical or archaeological significance can help put into perspective the development of our natural and physical resources.

Quality of life elements – clean air and water, open space, public access to recreational opportunities, historic and cultural sites – draw new residents, businesses, and tourists to Clallam County. This quality of life can be used to attract employment and business to the area which meet the needs of local and regional residents, enhance the local economic base, yet do

not degrade the environment. A healthy environment is a valuable economic asset worth protecting and building upon, as well as an aesthetic amenity for residents and tourists.

Clallam County recognizes that our wetlands, streams, and aquifers are essential elements of infrastructure much as roads, culverts, and other structural facilities are essential to the developed environment. Loss of function and value due to degradation, contamination, or outright destruction has the potential to affect not only the well-being of individual landowners, but the community as a whole. Uncontrolled and untreated stormwater carried through our waterways damages the entire system, with large cumulative effects downstream. Loss of water storage capacity must be replaced using public funds and at a high cost. Fish, shellfish, and wildlife have economic benefits for tourism as well as commercial and recreational harvest, but more importantly, indicate the overall health of our watersheds. Shellfish, whether harvested or not, perform a valuable function in filtering contaminants from water. Flood damage can devastate community resources, with human health and safety impacts, economic losses, and loss of infrastructure and habitat. Aquifers are rechargeable, but remediation of a contaminated drinking water supply is costly and sometimes impossible. While we enjoy clean air in Clallam County, airborne contaminants can be transported to our land and water resources during precipitation.

The ~~citizens~~ residents of Clallam County have invested time, energy, and tax dollars in implementing education, incentive, and regulatory programs to prevent nonpoint source pollution through citizen-based watershed management plans. Because a portion of Clallam County is in the Puget Sound Basin, local activities have regional impacts on a national resource. Clallam County has a responsibility to protect ~~citizens'~~ residents' investment in environmental quality.

One of the best ways to protect the environment is through the simple retention and protection of open space. Left alone, reserve lands act as buffers between developed areas and sensitive habitat, provide wildlife corridors, and protect and enhance the aesthetic values associated with water resources. Fragmented habitat leaves native plants and animals vulnerable to predation and invasion by non-native species. By providing open space, connecting open space corridors, and maintaining open space as buffers between land uses, the plant and animal communities unique to the Olympic Peninsula can be protected.

In managing environmental and open space resources, the County should recognize development rights as well as other private property rights. Private property cannot be taken

for public use without just compensation. Incentives provided to landowners would encourage them to provide public benefit or amenities on private property. Other programs, including purchase of development rights, would work towards conserving lands for public benefit.

A variety of environmentally oriented tourist and recreational opportunities exist in Clallam County; however, the limited availability of public access to recreation results in high-use impacts to a few isolated areas. Intensive, unmanaged public access can damage riparian and estuarine values and increase maintenance needs. A balanced approach which provides wider opportunities for the public to enjoy the benefits of a clean, healthy environment, but ensures that the environment remains clean and healthy, should be sought.

As land develops, we marginally lose aesthetic values which contribute to the quality of life for our ~~citizens~~residents. One of the benefits of rural living often taken for granted until lost is the ability to observe the night sky. Residential and commercial lighting, while desirable for public safety, can diminish our opportunities to observe and reflect upon the universe in which we live.

A variety of historical and cultural (archaeological) resources exist in Clallam County. The unincorporated areas do not have the concentration of historical resources found in the more urbanized areas, such as Port Angeles. These resources enhance the County's overall quality of life and create a sense of local identity and history. Clallam County can contribute to the stewardship of historical and cultural resources through careful planning and review.

31.02.3~~4~~20 Environment and open space ~~goals~~policies.

(1) *General.*

(a) ~~[~~*Policy ~~No. 1.~~]* Best conventional technology shall be used to prevent or treat the environmental impacts of conventional pollutants.

(b) *[Policy ~~No. 2.~~]* Prevention is less expensive than cleaning up pollution later. Clallam County should consider the potential impacts and costs of treatment or remediation for environmental degradation resulting from land use practices, before such practices are allowed.

(c) *[Policy ~~No. 3.~~]* The critical areas ordinance shall be utilized by Clallam County to help achieve environmental objectives, prevent environmental degradation, and to manage land use activities within the natural and intrinsic constraints of the landscape. ~~The interim critical areas ordinance which classifies, designates and protects critical areas shall be adopted as the County's final critical areas ordinance.~~ The ordinance shall be amended as necessary to implement watershed or special area studies and to maintain consistency with the Comprehensive Plan. Practices under this chapter should be evaluated periodically to ensure regulatory effectiveness in achieving stated objectives and fair notification to affected property owners.

(d) *[Policy ~~No. 4.~~]* Education and incentives should be provided to ~~citizens~~ the public to ensure their understanding of the principles behind regulatory protection and to increase support for protection outside of the regulatory framework.

(e) *[Policy ~~No. 5.~~]* Clallam County shall work with other agencies, tribes and individuals to prevent additional listing of fish, wildlife and plants under the Endangered Species Act through pro-active (rather than reactive) planning and implementation of proper land use practices.

(f) *Policy No. 6.* Clallam County shall prioritize culvert replacement and similar issues that presently result in barriers to fish passage as part of the Six-Year Transportation Improvement Plan (TIP) process.

(2) *Regional Plans.*

(a) *[Policy ~~No. 6.~~]* Special geographic regions in and across the County may have management needs with respect to stream corridors, aquifer recharge areas, and watersheds and open spaces, of a more particular nature than the goals and policies within the generalized Comprehensive Plan. Locally applicable environmental and open space policies should be developed through regional plans, consistent with the overall goals of the County-wide Comprehensive Plan.

(b) *[Policy ~~No. 7.~~]* Regional plans shall address, at a minimum, the issues described in the Comprehensive Plan, and should take into account local conditions, development patterns, and community values. Existing watershed and water resource management policies should be incorporated into regional plans where consistent, and be revised to ensure consistency with regional and County-wide comprehensive plans.

(c) [*Policy ~~No. 8.~~*] Public involvement is recognized as an essential component of developing regional plans, and planning should incorporate a range of opportunities for such involvement so as to promote community ownership of plans and stewardship during implementation.

(3) *Wetlands.* ([*Policy ~~No. 9~~*)] Clallam County shall work to achieve no net loss of regulated wetlands while allowing a reasonable use of property, with regard to their functions and values, in the short-term and should work to achieve a long-term net gain in these attributes through restoration and enhancement. The public acquisition of important wetland areas should be pursued. The natural abilities of wetlands to provide recreational, educational, historical and cultural values should also be protected.

(4) *Groundwater.*

(a) [*Policy ~~No. 10.~~*] The close relationship between surface and groundwater should be recognized, and protection of the surface-groundwater interface must be ensured. Clallam County should develop performance standards and regulate activities which can adversely impact water quality or quantity in aquifers, surface waters, and watersheds.

(b) [*Policy ~~No. 11.~~*] Clallam County has a responsibility to protect the quality of groundwater used for domestic water supplies. Water provision and waste disposal should be provided by the most efficient method available which does not jeopardize existing resources.

(c) [*Policy ~~No. 12.~~*] To protect quality and quantity of essential aquifers for current and future needs, Clallam County should encourage water conservation measures for all land uses; support water conservation measures and educate residents on methods to conserve water; and promote the application and implementation of water-conserving landscaping plans. Clallam County should undertake further studies of the groundwater regime of the County so that the factors influencing the quantity, quality and flow patterns of groundwater are more precisely known.

(5) *Water Resources.*

(a) [*Policy ~~No. 13.~~*] Municipal and residential water withdrawals should be directed to locations and depths so as to minimize the risk of hydraulic continuity, or to where the water withdrawal will not cause impacts on instream flow requirements for fish.

(b) [*Policy ~~No. 14.~~*] Water should be used from the hydrologic unit from which it is derived, and water resources should be kept within the region.

(c) [*Policy ~~No. 15.~~*] Conservation and efficiency strategies for water resources should be developed and implemented region-wide to provide the most efficient use of all water resources.

(6) *Marine Resources.*

(a) [*Policy ~~No. 16.~~*] Clallam County should work to achieve alternatives for sewage treatment plant discharges to marine waters.

(b) [*Policy ~~No. 17.~~*] Clallam County shall preserve the scenic, aesthetic and ecological qualities of the marine shorelines of Clallam County, in harmony with those uses which are deemed essential to the life of its ~~citizens~~residents. Clallam County shall implement marine resource goals through the Clallam County Shoreline Master Program and/or critical areas ordinance, as now or hereafter amended.

(7) *Habitat.*

(a) [*Policy ~~No. 18.~~*] Land use practices should protect and enhance habitat corridors, diversity and richness, and ensure protection of wildlife corridors and habitat for threatened and endangered species. Wildlife corridors and riparian areas should be maintained as important community infrastructure.

(b) [*Policy ~~No. 19.~~*] Clallam County should protect, maintain and enhance fish and shellfish spawning, rearing, and migration habitat, and work to ensure harvestability of fish and shellfish. Damaged and degraded habitat should be identified, prioritized and restored. Recognize the various levels of government which have a vested interest in protection, maintenance and restoration of habitat.

(c) [*Policy ~~No. 20.~~*] Clallam County shall recognize the large number of salmon and steelhead stocks that have been classified as critical or depressed. The County shall work toward prevention of these stocks from being listed as threatened and endangered through habitat restoration and land use practices which cause no further degradation to habitat needs.

(8) Runoff and Erosion. *([Policy ~~No. 21~~]]* Stormwater quality and quantity should be managed to protect shellfish beds, fish habitat, and other resources; to prevent the contamination of sediments from urban runoff and combined sewer overflows; and to achieve standards for water and sediment quality by reducing and eventually eliminating harm from pollutant discharges from stormwater and combined sewer overflows. This goal should be achieved through a variety of means including:

- Protection of natural drainages, habitat and wetlands;
- Use of best management practices to control and treat pollution at the source;
- Control of erosion and sedimentation from development;
- Requirements for stormwater facilities concurrent with new development;
- Development of watershed or basin plans;
- Implementation of operation and maintenance programs for publicly owned stormwater systems;
- Requirements for operation and maintenance of privately owned stormwater systems;
- Public education about stormwater impacts and effects of waste oil dumping; and
- Monitoring compliance and publishing the results.

(9) *Floodplains.*

(a) [*Policy ~~No. 22.~~]* Flood control should be undertaken in the context of varied uses including agricultural and residential, fish and wildlife habitat, water supply, open space, and recreation. Land use and related regulations and zoning should reflect the natural constraints of floodplains, meander zones, and riparian habitat zones. Flood control measures should reserve to the fullest extent possible opportunities for other uses, including public access.

(b) [*Policy ~~No. 23.~~]* Flood control should be undertaken in the context of an ongoing, systematic and comprehensive approach to basin management and preservation. Changes in land use should try to restore the natural character of rivers and streams whenever reasonably possible. Public understanding of the various uses and limitations associated with flood control should be improved through a variety of educational efforts. A stable,

adequate, and publicly acceptable long-term source of financing should be established and maintained for comprehensive basin management.

(c) [*Policy ~~No.~~ 24.*] To limit potential for infrastructure damage from major and minor flood events, low intensity land use activities including agricultural and recreational land uses in floodplain areas should be encouraged, and other land uses in these areas discouraged. The need for emergency measures should be reduced or prevented through planning, structural, and nonstructural measures.

(d) [*Policy ~~No.~~ 25.*] To protect habitat from flood damage and recognize upstream and downstream effects from flood management activities, Clallam County should require best management practices for maintaining natural river channel configurations during dredging and gravel removal. Nonstructural measures are preferred over structural measures, but, when structural methods are necessary, they shall not obstruct fish passage. Structural flood control measures should preserve or enhance existing flow characteristics for fisheries, irrigation, and other river uses. Flood control activities should not result in net loss to fish and wildlife resources, but wherever possible develop or improve diversity of habitat for those resources.

(10) *Hazardous Areas.* ([*Policy ~~No.~~ 26*)] The public should be protected from personal injury, loss of life, or property damage from environmental hazards. Land use practices in hazard areas should not cause or exacerbate natural processes which endanger the lives, property and resources of ~~citizens~~residents. Undevelopable hazardous areas should be utilized as open space whenever possible.

(11) *Air, Noise and Light.*

(a) [*Policy ~~No.~~ 27.*] Clallam County should promote a high level of air quality for maximum visibility for scenic views, elimination of pollutant transport, reduction in adverse health impacts, and minimization of noxious effects of airborne particulates.

(b) [*Policy ~~No.~~ 28.*] To reduce light pollution while meeting the needs for public safety, encourage the use of reflectors and appropriate aiming on new outdoor lighting to minimize the upward scattering of light. Performance standards for exterior~~commercial~~ lighting should be developed which minimize night glare and hours of operation at the minimum level to protect property and public safety. Considerations for the development of reasonable standards may include the use of light only when and if it is needed, direct

light only where it is needed, control light so it is no brighter than is needed and use warm-color lights where practicable.

(c) [*Policy ~~No.~~ 29.*] Noise pollution should be reduced by providing for appropriate densities in rural areas and buffers between residential and non-residential land uses in urban areas. Street trees and landscaping should be required to filter dust, reduce glare, and diffuse noise in commercial areas.

(12) *Nonpoint Source Pollution.* [Policy No. 30] Water resources shall be maintained in the highest quality and quantity to support recognized beneficial uses. To achieve this in the most efficient and cost-effective manner, water resource and waste management planning should be coordinated on a watershed basis across jurisdictional boundaries. The County should recognize and control the downstream and cumulative effects of individual practices on water resources. Education and incentives should be used as methods to prevent nonpoint source pollution.

(13) *Solid Waste and Recycling.*

(a) [*Policy ~~No.~~ 31.*] Clallam County should attempt to attract businesses which can provide local solutions to waste disposal and recycling, including those which produce and/or utilize products from recycled materials.

(b) [*Policy ~~No.~~ 32.*] Treatment and disposal of biosolids should be undertaken locally to minimize transportation costs for waste disposal and to encourage the safe operation and timely maintenance of sewage disposal systems.

(c) [*Policy ~~No.~~ 33.*] Education and incentive programs on solid and hazardous waste reduction, recycling, and disposal, including those for households and small businesses, should be made available. Opportunities for the collection and disposal of household, agricultural, and commercial hazardous waste should be provided.

(14) *Open Space and Public Access.*

(a) [*Policy ~~No.~~ 34*] Public access, especially access to shorelines, should be provided and managed for educational opportunities, recreational needs and resource sensitivity to human intrusion. Sites for public access should be identified and prioritized for public acquisition through public-private partnerships, dedications, conservation easements,

bond issues, fee and less than fee simple purchases. Governments and jurisdictions should plan and implement public use strategies on a cooperative and comprehensive basis.

(b) ~~[~~*Policy ~~No.~~ 35*~~]~~ Innovative land development options, such as planned unit developments and purchase of development rights, which provide economic incentives to conserve open spaces and their aesthetic appearance, should be pursued. Clallam County should provide incentives to encourage retention of open space, such as property tax reduction, education, and technical assistance.

(c) ~~*[Policy No. 36]*~~ Open space corridors should be maintained and connected where possible between and across urban areas, urban growth areas, and rural areas. Regional subarea comprehensive plans should identify open space corridors and the function they serve (e.g., fish and wildlife habitat, connection of critical areas, trails, etc.) Transportation corridors should be planned to prevent the fragmentation of open spaces. Demand for new or expanded transportation corridors within and outside urban growth areas should be minimized to support the protection of open spaces.

(d) ~~*[Policy No. 37]*~~ Open space should be retained in a natural state where possible to protect intrinsic functions and values.

(e) ~~*[Policy No. 38.]*~~ Public access sites and public open spaces should provide for nonmotorized recreation and for transportation trails for ~~citizens~~ people of all levels of ability. Educational and interpretive activities are a desirable component of public spaces, especially where water resources are present.

(f) ~~[~~*Policy ~~No. 39.~~*~~]~~ Motorized transportation and recreation trails are an appropriate use of public open space, provided that motorized vehicle use can be managed to prevent pollution impacts from erosion, fuels, exhaust and noise. Motorized activities should be compatible with existing recreational uses of the site and surrounding area but not negatively impact recognized significant plant and animal communities.

(15) *Oil Processing and Transmission.* ~~[~~*Policy ~~No. 40.~~*~~]~~ The coastline, coastal waters, and upland areas should be protected from the recognized problems and depreciation which could be brought about by oil ports and development associated with an oil port, oil storage, oil or crude transport, and oil pipeline. Other industries with high energy and water requirements, a high pollution component or which are incompatible with existing industries shall not be permitted. This includes, but is not limited to, oil ports and their associated developments, crude

petroleum transfer facilities, tank farms and refineries, liquid natural gas transfer facilities, petrochemical plants and nuclear power and processing plants.

31.02.3530 Historic and cultural resources policies.

(1) *Policy 1.* All jurisdictions should work individually and cooperatively to identify, record, study and encourage the preservation, maintenance and use of lands, sites, and structures that have historical and archaeological significance. The early identification and resolution of conflicts between preservation of historical or archaeological resources and competing land uses should be promoted and facilitated.

(2) *Policy 2.* Preserve, restore, and maintain significant historical and cultural resources, including visual quality, along the County's scenic highways and roads.

(a) Avoid, minimize, or mitigate impacts of transportation projects on significant historical, cultural and archaeological resources.

(b) Cooperatively plan, implement, and maintain corridor management plans for all proposed and existing Washington State Scenic and Recreational Highways (Hwy. 101 and Hwy. 112). Identify the long-term landscape character desired for scenic and recreational highways and their related cultural resources, and implement landscape maintenance practices appropriate to ensure the resources' lasting character.

(c) Discourage additional commercial development parallel (immediately adjacent) to scenic and recreational highways where it has a negative impact on the scenic character of the route.

(3) *Policy 3.* Clallam County shall recognize tribal nations in adoption of the Comprehensive Plan and development regulations. Affected tribal nations shall be notified of development applications prior to action and be given the opportunity to comment on the project's impact to tribal rights, as required by the State Environmental Policy Act.

31.02.410 Transportation – Background issues.

(1) The transportation system, as defined by the Growth Management Act, is composed of air, water, land transportation facilities and services, including highways and streets, paths, trails, sidewalks, transit, airports, ports, and rail. Our transportation or circulation system should function to serve our mobility of goods and people based on land use patterns. The system should not be improved to strictly serve the single occupant vehicle if we aspire to meet growth demands, with conservative financial expenditures and a sensitivity to the environment. The transportation system should encourage alternative "modes" of transportation and convenient "intermodal" connections from one mode of travel to another.

The County is required to comply with concurrency by developing a concurrency management system for roads and transit routes. According to the Growth Management Act (RCW 36.70A.070), "Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the Comprehensive Plan, unless transportation improvement or strategies to accommodate the impacts of development are made concurrent with the development."

Level of service (LOS) standards are the gauge to measure whether transportation facilities are performing at acceptable levels and a way to identify capacity deficiencies. Please see Table 7 for description of level of service and Figure 31.02.410(A) for a graphic example. When level of service standards are adopted, they are used to gauge whether transportation improvements and strategies required to serve development are in place, or there is a financial commitment to have them in place within six years of development. This is otherwise known as concurrency: having necessary transportation facilities available to serve new development no later than the impacts of the new development.

When it is determined that a transportation facility will be deficient due to future development, there are five ways of complying with concurrency:

(a) Program funding within six years to maintain the facility at performance standard;

(b) Require the developer to bring the facility up to standard;

(c) Adjust land use plans to reduce demand caused by growth;

(d) Deny the individual development permit; or

(e) Implement alternative transportation demand management strategies, such as multimodal enhancements which reduce the demand on the transportation facility.

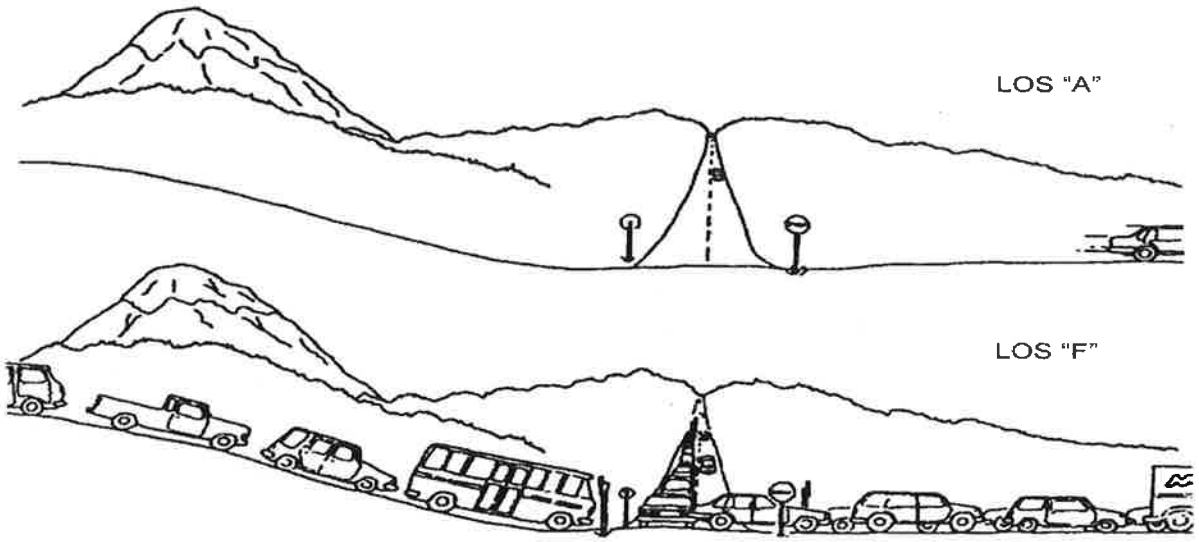
It is also possible to change the standards through amendment of the Comprehensive Plan. Changing the standards should be considered only within the context of all the policies and goals of the Comprehensive Plan and not be a result of individual hardships.

Table 7. Roadway Level of Service Definitions

LEVEL OF SERVICE	DEFINITION
A	Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.
B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
C	In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
D	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.

LEVEL OF SERVICE	DEFINITION
E	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
F	Describes forced or breakdown flow, where volumes are above theoretical capacity. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations, and operations within the queue are characterized by stop-and-go waves which are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion.
Source: ~~Transportation Research Board,~~ASHTO, *Highway Capacity Manual* ~~*Special Report 209, 2018Washington, D.C, 1985*~~	

Figure 31.02.410(A).

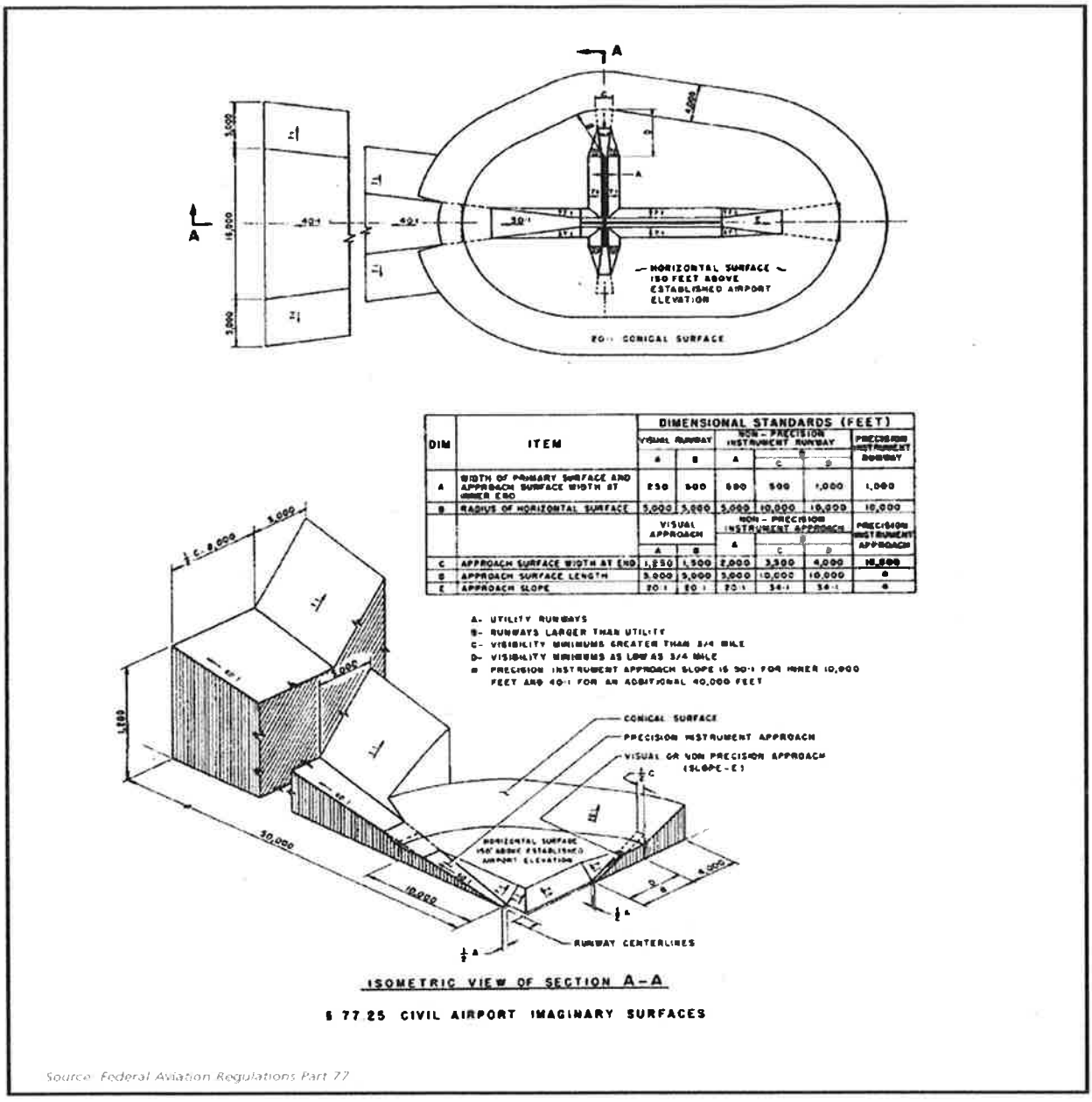


This chapter addresses transportation goals and policies that prioritize moving people and goods at an acceptable level of service, regionally and locally. The chapter also guides an effective concurrency management system into place that allows growth where transportation facilities exist and takes advantage of travel modes which minimize maintenance costs and eliminate system expansion needs.

(2) The Growth Management Act requires local jurisdictions to designate public use airports as essential public facilities (RCW 36.70A.200). Additionally, local jurisdictions must discourage incompatible land uses adjacent to public use general aviation airports (RCW 36.70A.547). The Washington State Department of Transportation – Aviation Division is charged with providing technical assistance to local governments to develop comprehensive plans and development regulations consistent with these requirements. The intent of the requirements is to protect the safety of people on the ground and in aircraft, the current operations of the airport, and the future viability of the airport.

(3) Title 14, CFR, Part 77 of the Federal Aviation Regulations (FAR) "Objects Affecting Navigable Airspace" (referred to herein as FAR Part 77) establishes standards for determining obstructions in navigable airspace. Part 77 provides horizontal and vertical dimensions for airspace protection surfaces above and around each airport runway. The horizontal size and vertical slope of the airspace protection surfaces are based on the category of the runway. The category of runway is based on the most precise type of approach available or planned for that runway. See Figure 31.02.410(B) for a diagram of airspace protection surfaces.

Figure 31.02.410(B) – FAR Part 77 Diagram



§ 77.25 CIVIL AIRPORT IMAGINARY SURFACES

Source: Federal Aviation Regulations Part 77

31.02.415 Transportation – Inventory.

The Clallam County transportation system provides a wide variety of travel options for transportation by land, water and air. Today's travel options include private vehicle, ferry, public transportation, bicycle or airplane. The main highway travel corridor through Clallam County is Highway 101 which carries up to 30,832~~20,600~~ vehicles per day. The State highway and arterial road network allows access to all populated areas of the County and to Olympic National Park

destinations. The ferry connection to Victoria, British Columbia and major air transportation facilities are located in Port Angeles. Small aircraft can be accommodated at several air strips located throughout the County. Public transportation is provided by the Clallam Transit bus system and connects with Jefferson County transit service. A system of existing roadways and bicycle trails enables County residents and visitors to use non-motorized travel options to access urban and rural locations in the County.

(1) *Roads.* The Clallam County road system consists of urban arterials and urban collectors, minor arterials, major and minor collectors, and rural roads. Roads approaching capacity deficiency are occurring along "rural roads" which no longer carry rural traffic counts. Substandard roads are prevalent in heavily short platted areas of the County. Points of congestion are typical at intersections entering and leaving Sequim and east of Port Angeles along State Highway 101. Clallam County transportation planning in conjunction with the Peninsula Regional Transportation Planning Organization has developed a gauge of reference to monitor and describe the deficiencies of roads. This "level of service" will indicate when a road or intersection has reached its threshold of performance.

Presently, ~~T~~the Clallam County Road Department maintains 48~~97.32~~ miles of ~~County~~public road, 39 bridges and approximately 50 miles of active transportation corridor. Road inventory remains consistent in terms of road miles. With the increase in tourist activity seen over the past few decades, focus has been on maintaining the roads in the current inventory as well as reconstructing more heavily traveled roads to allow safer and more efficient travel. This is accomplished through repaving, shoulder widening, slope flattening and alignment straightening. The public road system is inventoried and monitored through the Graphical Information System-Mobility program (GIS-Mo).

~~Maintenance of the road system is aided by the implementation of a new pavement management system which involves videotaping the County roads. An up-to-date inventory of the County roads has been completed which logs the visual condition of roads and systematically records road characteristics in the computerized County Road Information System (CRIS). Road improvement programming and transportation planning is supported by the CRIS.~~

Bridge inventory has been increasing in recent years and is expected to continue due to the increase in funding available for fish passage barrier removal. Culverts that have been determined to impede migration of aquatic organisms to a higher degree are being replaced

with larger drainage structures that classify as bridges. These bridges are inventoried and monitored through the National Bridge Inventory.

The active transportation corridor, known as the Olympic Discovery Trail, is expanding. Approximately 50 miles have been identified as segments that need constructed in order to create a continuous trail that runs the length of Clallam County. Funding for these segments is actively being pursued.

~~The federal financing of roads has changed dramatically with the passage of the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA (pronounced "ice tea"). With this new federal assistance comes a new emphasis in planning for the entire transportation system, not just roadway components. Traditional roadway programs must be viewed as just one of many ways in which transportation deficiencies are handled. The classification of roads for service function becomes important when administering ISTEA. A road classified as rural will not compete nation-wide for financing as will an arterial road. Complex highway financing mechanisms will lead elected officials and planners to search for other means of meeting transportation needs such as bicycle and pedestrian facilities, carpools and vanpools, and public transportation.~~

(2) *Port, Marine Terminals and Moorage.* The Port of Port Angeles was created in 1922 and began operations shortly thereafter. Currently, the Port provides various transportation related facilities which include marine terminals, industrial districts and airports. The Port Angeles Harbor is the westernmost natural deepwater harbor in the Puget Sound which requires no dredging. The Port currently owns and operates two deep-water terminals with a total capacity of five vessels. The Port Angeles Boat Haven covers 16.1 acres on the south shore of the Port Angeles Harbor. Moorage space accommodates approximately 450~~563~~ commercial and recreational vessels. ~~The marina provides 244 permanent moorage slips, plus 22 transient slips, and has an ultimate capacity of 355 slips.~~

The John Wayne Marina is located at Pitship Point on Sequim Bay. The marina lies within an area recently annexed to the City of Sequim. The marina provides 244 permanent moorage slips, plus 22 transient slips, and has an ultimate capacity of 355 slips. The facilities include water, electricity, fuel, a boat launch, a public service building, and recreational access.

Additional marina and moorage facilities are found in Sekiu, Neah Bay, and LaPush. These facilities provide moorage for commercial and recreational fishing, charters, and may provide greater opportunities for cruise boats, etc.

(3) *Ferries.* Black Ball Transport has provided ferry service between Victoria, B.C. and Port Angeles since 1959. The ferry, M.V. Coho, has capacity for 130 passenger vehicles on board and the ridership in 1993 carried 138,407 vehicles. The number of crossings per day varies with the season. The winter schedule is limited to one round-trip crossing, whereas the summer tourist season demands four round trips per day. The Coho accommodates over 550,000 passengers per year and transports 4,000 bicyclists. The trip crosses the Strait of Juan de Fuca in one hour and 35 minutes.

The Victoria Express is a walk-on passenger-only service and can traverse the strait in 55 minutes. The newly remodeled vessel can seat 148 passengers. Reservations are taken for the four daily round trips in the summer season and for the two round trips during May 15th – June 19th and September 8th – October 12th.

(4) *Airports.* There are five public use general aviation airports in Clallam County, shown on Figure 31.02.415(A) and described in subsections (4)(a) through (f) of this section, as well as 10 privately owned private use airports and three private use heliports listed in subsection (4)(g) of this section.

(a) Sequim Valley Airport, located three miles west of the City of Sequim, is a privately owned, public use general aviation airport. The airport has one runway, 09/27, suitable for single-engine to twin-turboprop aircraft. The majority use is privately owned, single-engine aircraft for recreational use. In 2003, there were 26 single-engine airplanes based at the airport with 8,000 annual operations. Navigational aids present include lighted runway, rotating beacon, unlighted wind cone, and a segmented circle. Facilities include aviation fuel, aviation maintenance and repair, a 420-by-55-foot T-hangar with 20 bays, 80-by-60-foot maintenance hangar, and a 15-by-50-foot operations center that serves private plane owners and operators. In 2005, there were limited commercial freight operations, charter operations, and no commercial passenger services. The airport is used for Medivac, firefighting, and Coast Guard operations.

(b) William R. Fairchild International Airport is located in the City of Port Angeles and owned by the Port of Port Angeles. The airport is a primary commercial service airport suitable for single-engine recreational aircraft, twin-turboprop aircraft, commercial freight operations, and occasionally larger aircraft as large as Boeing 737s. Navigational aids present include instrument landing system (ILS), visual approach slope indicator (VASI), non-directional beacons (NDB), runway end identifier lights (REIL), and medium intensity

approach lighting system (MALSR). Commercial operations include aircraft repair and inspection, charter flights, flight instruction, freight operations, passenger service to King County International Airport – Boeing Field, and 64 T-hangers and T-sheds. The 5,000-square-foot terminal accommodates a restaurant, gift shop, and rental car service. The airport is used for Medivac, firefighting, and Coast Guard operations. The Port of Port Angeles has plans for additional hangars, commercial and industrial developments, and airport facility improvements. The Port sponsored an Airport Layout Plan completed in 1988 and a Noise Compatibility Study completed in 1986.

(c) Sekiu Airport is located near the Strait of Juan de Fuca adjacent to the community of Sekiu/Clallam Bay. The airport is owned by the Port of Port Angeles and is available for public use. The airport has one runway, 08/26, suitable for single-engine aircraft. The majority of use is privately owned, single-engine aircraft for recreational purposes. In 2003, there were two single-engine airplanes based at the airport with 498 operations. Navigation aids present include lighted runway, visual approach indicator, windsock, and segmented circle. Facilities include three 80-by-40-foot T-hangars and a public restroom. No commercial freight, passenger, or other commercial flight services were operational in 2005. The airport is used for Medivac, firefighting, and Coast Guard operations. The Port of Port Angeles sponsored a 1996 study titled "Sekiu Airport – Safety, Liability and Management Issues."

(d) Forks Municipal Airport is a public use general aviation airport located in and owned by the City of Forks. The airport has one runway, 04/22, suitable for single-engine aircraft. In 2003, there were five single-engine airplanes based at the airport with 13,600 annual operations. Navigational aids present include lighted runway, unlighted wind cone, and a segmented circle. Other facilities include eight tie-downs, 15 hangars, and contract helicopters. No commercial freight, passenger, or other commercial flight services were operational in 2005. The airport is used for Medivac, firefighting, and Coast Guard operations. The City of Forks sponsored an Airport Layout Plan in 1997 that included a complete airport and airspace information as well as location of future aviation expansion area.

(e) *Quillayute Airport.* The Quillayute Airport is a former Naval Auxiliary Air Station located approximately 10 miles west of the City of Forks. The facility was deeded to the City of Forks by the Washington State Department of Transportation – Aviation Division in March, 1999. The airport serves general aviation needs, and is suitable for single-engine and twin-

turboprop aircraft. The airport has two concrete runways, 04/22 and 12/30. In 2003, there were five single-engine airplanes based at the airport with 6,700 annual operations. Navigational aids present include a windsock and a segmented circle. No commercial freight, passenger, or other commercial flight services were operational in 2005. The airport is used for Medivac, firefighting, and Coast Guard operations. The City of Forks sponsored a land use plan in 2001 and drafted an airport master plan to address future development and infrastructure improvements for the airport. The airport land use plan also addressed land use compatibility surrounding the airport. In 2002, the airport received a grant funded jointly by WADOT – Aviation Division and the FAA to resurface runway 04/22.

(f) *Public Use General Aviation Airport Runway Dimensions.*

Table 31.02.415(A). Public Use General Aviation Airports

Airport	Runway	Length (feet)	Width (feet)	Elevation[1] (feet)	Airport Property[2] (acres)
Sequim Valley	09/27	3,500	40	144	150[3]
William R. Fairchild	08/26[4]	6,350	150	288	797
William R. Fairchild	13/31	3,250	50	288	797
Sekiu	08/26[5]	2,890	50	352	25
Forks Municipal	04/22	2,400	75	297	101
Quillayute	04/22[6]	4,210	150	194	765
Quillayute	12/30[7]	4,700	200	194	765

[1] Above mean sea level.

[2] Airport property is approximate.

[3] 50 acres is owned by the airport and 100 acres leased.

[4] Runway 26 has a displaced threshold of 1,350 feet.

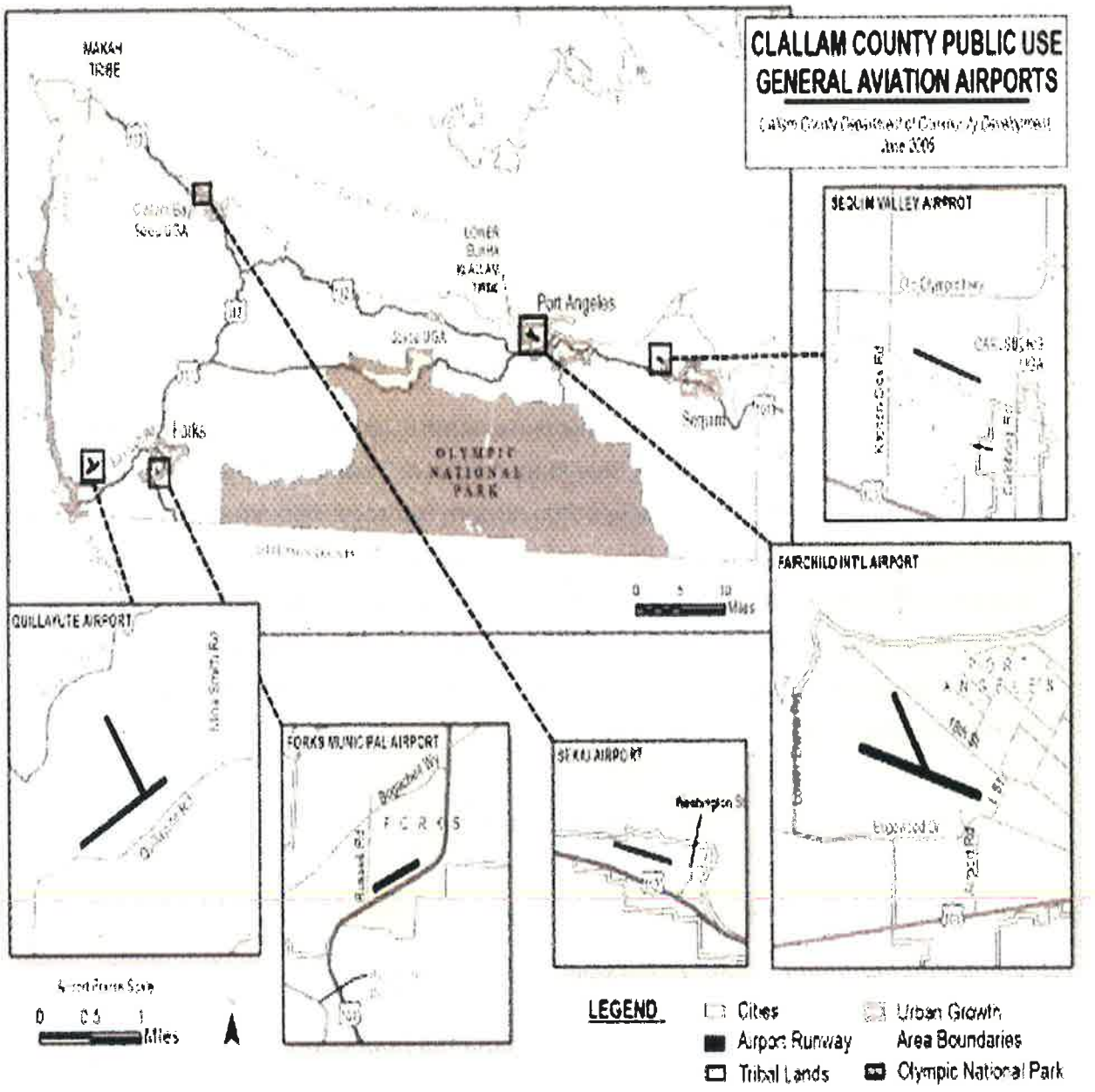
[5] Runway 26 has a displaced threshold of 790 feet.

[6] Runway 22 has a displaced threshold of 1,089 feet.

[7] Runway is currently closed due to surrounding tree obstructions and pavement issues.

(g) Clallam County's privately owned private use airports include Lawson Airpark Airport, Thompson Airport, Big Andy Airport, Blue Ribbon Airport, Swanton Ultralight Flightpark, Grand View International Airport, Rake's Glen Airport, Harbord Field Airport, and Diamond Point Airport. Clallam County's privately owned private use heliports include Eclipse Heliport and Thompson Heliport. Permission is required for landing at these airports and landing fees and/or other fees may apply. Heliport use is limited to hospital operations at Olympic Memorial Hospital Heliport. Runway use is limited to Coast Guard operations at the Port Angeles Coast Guard Air Station.

Figure 31.02.415(A).



(5) *Transit.* The Clallam Transit System provides complete bus service throughout Port Angeles and to destinations such as Forks, Clallam Bay, LaPush, Neah Bay and Diamond Point. The fixed-route service consists of 124 ~~scheduled routes~~ weekday routes, 10 Saturday routes and two Sunday routes. An additional seasonal fixed route provides nine daily trips to Hurricane Ridge. ~~These routes are broken into 3 service categories: intercity, urban, and rural.~~ Two microtransit routes provide linkage to the cities, unincorporated areas, and tribal nations within Clallam County~~he "Bus" makes intercity connections in Sequim with Jefferson Transit for transportation to Port Townsend and other points in Jefferson County~~. The Strait Shot 123 service connects Port Angeles and Sequim with Poulsbo and the Bainbridge Island Ferry

~~Terminal in Kitsap County~~~~Highway 101 commuter routes are available between Port Angeles and Sequim. Service standards apply to the three categories of routes based on performance. The performance indicators are used to show ridership trends or quality of ride~~. The physical and mentally handicapped and 80+ senior ~~citizens~~ residents have wheelchair accessible doorstep service available to them via Paratransit. ~~People not capable of using Clallam Transit regular service can call a day in advance for Paratransit door-to-door travel. The Paratransit service is provided by two private, nonprofit corporations on contract with Clallam Transit System.~~

~~Olympic National Park has worked in cooperation with Clallam Transit System on a pilot project to provide public transportation to Hurricane Ridge. The project was a huge success since bus service from Port Angeles Visitor Center to Hurricane Ridge Lodge was scheduled on a February holiday weekend. Parking lot congestion at Hurricane Ridge was alleviated and safety conditions along the route were improved. The Olympic National Park and Clallam Transit desire to provide similar transit service in the future. The Park's most recent concession, The Paddlewheeler, allows the ferry boat users to take a bus shuttle from outside the Olympic National Park boundary to the Lake Crescent boat launch. This transportation service removes unnecessary vehicle trips along a deficient road segment of SR 101 and eliminates the need for parking.~~

Clallam County has three park-and-ride lots operating and serving the public in the west portion of the County. Sappho, Forks and Laird's Corner park-and-ride lots are served by Clallam Transit System routes 14, 15 and 16. Other park-and-ride lots to the west of Port Angeles have been abandoned. The park-and-ride lot experiencing the highest degree of success is at Forks. It was developed in cooperation with the State Department of Transportation, the city of Forks and Clallam Transit System. It serves residents in the Forks area who commute to LaPush, Clallam Bay and Neah Bay. A vanpool is also operating from Clallam Bay serving the employees of Clallam Bay Correction Center.

Clallam Transit System is installing bicycle racks on buses and also at stationary locations. The Bicycle Access Program makes linkages with Jefferson Transit System which already has the equipment installed. Recreational bicyclists have the option to become transit riders and lengthen journeys.

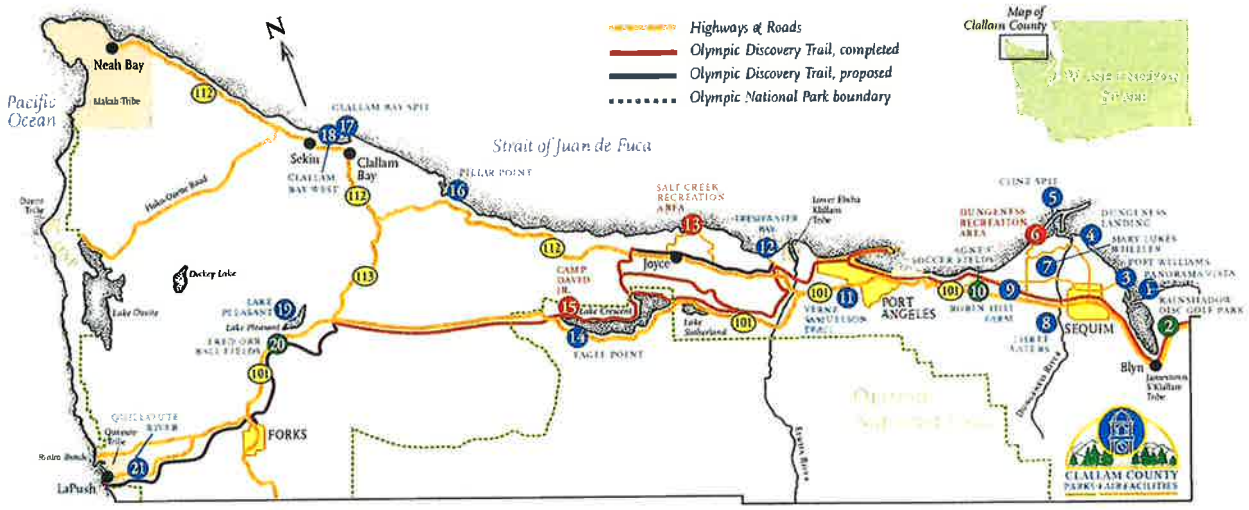
(6) *Non-Motorized Transportation.* Numerous trails are present in the Olympic National Park system and some provide connections with the Clallam County transportation system. A unique

trail to the Olympic National Park is the Spruce Railroad Trail. Formerly a railroad right-of-way, it runs along the north shore of Lake Crescent. Trailheads are located near the Log Cabin Resort on East Beach Road and Highway 101 at Sol Duc Hot Springs Road. The trail is used by pedestrians, horseback riders, and bicyclists.

The Olympic Discovery Trail is a year-around, lowland corridor for non-motorized (pedestrian, equestrian, bicycle) transportation. Its 145-mile length, utilizing significant segments of the abandoned right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad line, will connect the population centers of the North Olympic Peninsula from Puget Sound to the Pacific Coast as shown in Figure 31.02.415(B). The trail is a scenic, easily accessible and safe alternative route for commuters and recreationists. It includes a "touring" route for commuting and traveling cyclists and a western County Cross County Foothills Trail for the off-road enthusiast. The County should work closely with each of the connecting municipalities to ensure that the respective trails and feeder connections are clearly signed and fully accessible.

Figure 31.02.415(B) – Olympic Discovery Trail.

Clallam County
Port Angeles
Sequim
Forks
Olympic National Park
Olympic Discovery Trail
Olympic Discovery Trail
legend
existing
proposed
under construction
Clallam County DCD 10/23/2006



31.02.420 Transportation – Goals and policies.

(1) *Roads and Highways.*

(a) [*Policy ~~No.~~ 1.*] Preserve and enhance Highway 101 corridor.

(i) Promote year-round safe commuter bicycling in urban growth areas with regularly maintained bicycle facilities and appropriately designed shoulders on Highway 101.

(ii) Review new traffic circulation patterns to disperse or separate traffic from congested segments.

(iii) Encourage the analysis of freight scheduling to split traffic use and reduce peak hour conflict.

(iv) Enhance the scenic nature of Highway 101 by:

- Developing consistent information signage;
- Prohibiting off-premises sign construction;
- Adoption of corridor management plans along the scenic designated areas;
- Discourage additional commercial or industrial development immediately adjacent to the areas designated as scenic.

(v) Deciduous street trees, landscape and pedestrian amenities should be included in all future Highway 101 upgrades or private development in urban areas as per matrix cell RH1-7 (see CCC 31.02.435 for the Design Standard Policy Matrix).

(vi) Where there exists a clear public benefit and local circumstances support, traffic calming techniques, such as raised crosswalks, variation in horizonal alignments, and other design features, should be utilized consistent with adopted ASHTO Guidelines for the implementation of such features; provided, said design standards do not conflict with locally-adopted design standards.

(vii) Passing lanes should be planned as per matrix RH1-8.

(viii) Encourage the marking of historic and cultural sites along or adjacent to the Highway 101 corridor.

(b) [*Policy ~~No.~~ 2.*] Improve the aesthetics of scenic Highway 101 corridor.

(i) Encourage placing new and upgraded service utility lines less than twelve (12) kilo-volts (KV) underground as per matrix cell RH2-1. When new utility lines over twelve (12) KV are constructed, they should be placed on the south side of the road to reduce icy pavement conditions.

(ii) Encourage highway landscaping to support the rural character and reduce visual impact of parked vehicles, equipment, etc., along the highway as per matrix cell RH2-2. Consider retaining native vegetation as a priority.

(iii) New fence construction adjacent to road right-of-way should not detract from the rural character as per matrix cell RH2-3.

(iv) Improve aesthetics of the scenic Highway 101 by the prohibition and eventual elimination of off-premises commercial signs (e.g., billboards). Prioritize the removal of off-premises signs, with signs outside urban growth areas being considered a high priority.

(c) [*Policy ~~No.~~ 3.*] Increase regional mobility of goods, services and passengers and increase access to regional attractions while preserving and enhancing the urban commercial corridor.

(i) Insist upon the State Legislature and Department of Transportation to complete improvements in the Sequim-Dungeness subregion as described in the final environmental impact statement for SR 101, Palo Alto to O'Brien Road.

(ii) Review need for new or alternative highway alignment to improve circulation and regional mobility in the Port Angeles subregion. Observe and track potential regional congestion points along the SR 101 corridor throughout Clallam County, and plan for new highway corridors and bypass alternatives as needed to address congestion and maintain arterial flow and efficient regional mobility.

(iii) ~~Review~~Pursue the ~~need~~development of ~~to have~~ a new highway connection from Neah Bay to Ozette along or near the coast.

(d) [*Policy ~~No. 4.~~*] Preserve existing road and highway system.

(i) Highway level of service will be calculated for planning purposes consistent with the Peninsula Regional Transportation Planning Organization.

(ii) Highway level of service for County roads will have a minimum acceptable level of "C" for rural and urban roads. (See Figure 1.)

(iii) Highway level of service for State highways will be consistent with the Peninsula Regional Transportation Planning Organization. LOS = "D" for urban highways and tourist corridors. LOS = "C" for rural highways.

(iv) A computer transportation model to forecast future road deficiencies and a transportation inventory data base will be maintained for the County and municipal jurisdictions to monitor growth and forecast predictions and also become the basis for a concurrency management system. (See CCC 31.02.425 for discussion of forecasting methodology.)

(v) Ensure the continued viability of Highway 112 as a major transportation route by protecting segments in geologically unstable areas (i.e., land slides).

(vi) Continue to encourage volunteer help to maintain roads.

(e) [*Policy ~~No. 5.~~*] Develop rural design standards which enhance strong rural character and neighborhood identity while providing adequate safety.

(i) Design rural major collectors and higher classified roadways to accommodate various transit vehicles according to transit comprehensive plans.

(ii) All road structural improvements should be coordinated with Paratransit services as required by the American Disabilities Act (ADA) to meet driving maneuverability needs).

(iii) Design standards for County roads should adhere to the standards set forth in the "City and County Design Standards," adopted by WSDOT pursuant to RCW 35.83.030 and RCW 43.32.020, as now or hereafter amended. As of this date, the following standards are adopted:

ADT	Below 150	150 – 400	401 – 750	751 – 1,000	1,001 – 2,000	2,001 and over
Roadway Width	~~20 –~~ 24 ft.	24 ft.	26 ft.	28 ft.	34 ft.	40 ft.
Lane Width	10 ft.	10 ft.	10 ft.	10 ft.	11 ft.	12 ft.

(iv) All rural federal routes should adhere to minimum WSDOT design standards but not exceed the given standards per criteria unless warranted by a specific land-use impact.

(v) The design and construction of private roads should allow for flexibility while meeting minimum safety requirements for emergency vehicles. The developer should be responsible for improvements to bring the private road up to public road standards if future public agency acceptance is desired.

(vi) To minimize conversion of land designated as commercial forestry or commercial forestry mixed, unpaved County roads in these designations should be returned to private or State ownership, or remain unpaved. The County should not construct or accept as a County facility any road in these designations if the road performs to a local access or minor collector functional classification.

(f) ~~[~~*Policy ~~No. 6.~~]* Manage access to the transportation system.

(i) Periodically, review the State access management classification for State highways to advise changes towards comprehensive planning goals.

(ii) The following standards for access to State highways and County arterials shall be followed:

(A) New businesses locating in designated commercial and industrial zones that do not have access to a County road shall combine accesses with neighboring business to the maximum extent possible when adjacent to State highways.

(B) No new commercial or industrial zone shall be established along Highway 101 without access to a County road.

(C) No new subdivisions or short subdivisions in commercial and industrial zones with County road access shall be granted access to State highways.

(D) All new subdivisions or short subdivisions in any land use classification with access to a County arterial shall be allowed only one access point to the County arterial at a location approved by the County Engineer.

(iii) Promote the consolidation of access and the development of ingress/egress easements along State highways and the County arterial system as per matrix cell RH6-2.

(iv) Provide incentives to adjacent property owners (such as setback flexibility) to establish mutually shared driveways. Ensure that development does not preclude shared access in the future as per matrix cell RH6-3.

(v) Develop frontage roads as an alternative to consolidation for removing direct access to Highway 101 as per matrix cell RH6-4.

(vi) Access should be controlled with raised medians with low maintenance and "non-lethal" vegetation as per matrix cell RH6-5. Raised medians, or the "boulevarding" concept should be a recommendation in the Coastal Corridor Master Plan to be implemented with federal funds.

(vii) Deceleration and acceleration lanes should be planned to allow stable through traffic flow as per matrix cell RH6-6.

(g) ~~[~~*Policy ~~No. 7.~~]* Consider the needs of school bus transportation in the design and maintenance of the transportation system.

(i) WSDOT service objectives and design standards need to be consistent with school bus design standards.

(ii) School bus route level of service developed by the school districts should trigger a review of transportation solutions by the responsible transportation agencies to resolve the deficiency caused by the changing demographics of school-age children.

(iii) The quantity of school bus pullouts should be adequate and the location of school bus pullouts should be coordinated with the city, County, and especially Clallam Transit System.

(iv) Traffic control, weight and structural improvements for school bus traffic should be coordinated in all agency plans.

(h) ~~[~~*Policy ~~No. 8.~~]* Create an awareness for sharing the road with bicyclists. ~~Promote a change of attitude.~~

(i) Plan the widening of paved shoulders as in the bicycle plan (CCC 31.02.440) in accordance with recognized guidelines, such as AASHTO.

(ii) Designated bicycle lanes should be provided on bicycle routes according to the bicycle plan (CCC 31.02.440).

(iii) Introduce public awareness signs to bicycle lane courtesy and commuter choices as per matrix cell RH8-3.

(i) ~~[~~*Policy ~~No. 9.~~]* Encourage alternatives to the single occupant vehicle (SOV), such as transit, commuter van pools, bicycles, and ferries by improving facilities for and links between such alternative modes of transportation.

(i) Encourage coordinated land use planning and zoning regulations to place services and development where there is existing infrastructure. Land use intensities (densities) should be based on a reasonable and balanced transportation system.

(ii) Level of service standards should be adjusted to allow concentrated growth in existing urban centers and to discourage growth in resource lands by tolerating more congestion in urban areas.

(iii) The concurrency management system should give priority to the implementation of transportation demand management strategies to alleviate highway deficiencies before expanding a road facility if the level of service is one grade below acceptable.

(iv) Establish incentives to transit ridership such as offering free transit passes in lieu of private vehicle mileage reimbursement.

(v) Promote strategies that favor alternative modes of transportation such as imposing parking fees and the limitation of private vehicle access in nonmotorized corridors.

(vi) Encourage and support the major employment and commercial centers in reducing single occupant vehicle trips by enacting ridesharing, transit flexible and staggered work hours, and other transportation demand management strategies.

(vii) Support capital improvement projects that facilitate and contribute to the success of transportation demand management measures.

(viii) Encourage transportation shuttle services and parking strategies for regional attractions with private charter services and public/private partnerships.

(ix) Foster employer and retail business partnerships with the assistance of local service organizations in employee encouragement programs. The program should encourage employees to use alternate transportation modes by exchanging coupons from retail businesses for HOV or nonmotorized trips to work.

(x) New parking standards should be developed for commercial and employment centers that are located adjacent to or within a one-half mile range of an existing transit corridor and commuter bicycle facility. Required number of parking stalls and dimension of the stalls should be reduced to make allowances for transit, nonmotorized and HOV travel options. Parking location should give preference to HOVs, bicycles and the compact car. Parking stall ratios should be established for carpools, vanpools, (HOVs) and compact vehicles. Employment centers with minimal

external traffic should have standards based on number of employees instead of floor space.

(xi) The orientation of commercial buildings or employment centers should have a connection with the street and provide minimal parking in the "front" and the majority of parking around the side or in the "back" to achieve pedestrian and transit friendly development and to create definition to the street.

(j) [*Policy ~~No.~~ 10.*] Road safety should continually increase as population growth occurs.

(i) Prioritize safety deficiencies using both statistical measures (e.g., accidents and road geometrics) and public input. Periodically, review the process for effectiveness of prioritizing road segment and intersection deficiencies.

(ii) Roadway level of service standards shall incorporate other factors of transportation to calculate the safety element of level of service such as quantity of freight vehicles and bicycles.

(iii) Encourage a network of secondary routes to address emergency vehicle access.

(iv) New development should not be allowed unless accessed by a County road meeting County engineering~~the following minimum~~ standards:

~~Surface Width 16 feet~~

~~Grade 12 percent maximum~~

~~Curves Centerline radii not less than 100 feet~~

(k) [*Policy ~~No.~~ 11.*] Protect wildlife habitat and prevent watershed degradation, where possible, through:

(i) New transportation corridors shall minimize to the reasonable extent possible the disruption to wildlife and stream corridors and shall provide for maintaining connectivity between habitat areas with the application of buffers and other means.

(ii) Expansion of existing transportation corridors should enhance and/or restore connectivity between habitat areas.

(iii) New transportation arterials and major collectors which have the potential to transport hazardous materials should not be planned parallel to and in close proximity to shorelines. Transportation facilities should minimize the potential impact of accidental spillage of hazardous materials into any waterway.

(iv) Roadside ditches should be maintained for biofiltration functions. Vegetated, grassy swales should be designed to collect pollutants from highway runoff.

(v) Bridges and other transportation facilities should not constrict the natural meander of river channels.

(vi) Design road geometrics and drainage to intercept or minimize the transport of roadway sanding materials from entering stream corridors.

(vii) The amount of impervious surfaces should be minimized to allow for maximum infiltration, reduced quantity of runoff and potential reduction for flooding.

(viii) County roads shall be managed in accordance with the WSDOT Highway Puget Sound Runoff Manual that incorporates Department of Ecology's best management practices.

(ix) Support the City, County and WSDOT nonspraying portion of their vegetative maintenance programs and the WSDOT District 3 roadside reseeding program. Avoid intrusive exotic vegetation.

(l) [*Policy ~~No.~~ 12.*] Provide rest areas which promote safety and provide for views of culturally or historically significant sites and information to augment the travelers' enjoyment of the highways. Rest areas are needed in the following areas:

~~(i) Between the Hood Canal Bridge and Sequim;~~

(ii) Between Lake Crescent and the Hoh River;

(iii) Between Port Angeles and Clallam Bay along Highway 112.

(2) *Marine Transportation.*

(a) [*Policy ~~No.~~ 13.*] Enhance marine activities for transportation and economic benefit.

(i) Consider the advantage of high speed boat transit to Puget Sound and British Columbia destinations.

(ii) Have adequate marine facilities to promote marine transportation.

(iii) Have adequate surface transportation serving marine facilities to promote marine transportation.

(iv) Explore the siting of a new marine barging facility within the Clallam Bay/Sekiu UGA to establish and facilitate industrial marine transport.

(b) [*Policy ~~No.~~ 14.*] Provide marine terminals throughout the Port Angeles Harbor, adequate to serve the needs of vessels engaged in marine transportation.

(i) Maintain at least five (5) berths at the Port Angeles Marine Terminal to accommodate cargo vessels engaged in international trade.

(ii) Provide additional cargo vessel berths to accommodate ships engaged in importing or exporting cargoes in support of local industries.

(iii) Maintain existing barge terminals, and provide additional barge terminals in the future if needed to allow the waterborne movement of commodities that are efficiently transported by barge.

(iv) Maintain and improve existing ferry terminals, and provide additional ferry terminals as required.

(v) Include ferry terminal operations with other transportation modes in the proposed Port Angeles Multimodal Transportation Center.

(vi) Provide appropriate berthing facilities to allow Port Angeles to become an intermediate stop for cruise ships operating in the region.

(vii) Encourage efforts to establish a high speed passenger/package freight vessel transportation system (i.e., mosquito fleet) in the Puget Sound region, and support the inclusion of Port Angeles in such a system if it is established.

(3) *Public Transportation.* Encourage ridership and support transit expansion to reduce single occupant vehicles (SOVs).

(a) [*Policy ~~No. 15.~~*] Develop and adopt transit friendly design standards for high capacity and priority transit corridors. Land use densities in these corridors should support transit usage.

(b) Transit-compatible design standards should apply to new development within one-half mile of an existing transit route or an urban growth area to ensure cohesive and efficient transit service to major commercial, medium to high density residential and public facility development. Clallam Transit System shall be involved in the development review process.

(c) Developers should be given the opportunity to utilize transit credits for their development if located within one-half mile of an existing transit facility in lieu of road capacity (mitigation) improvements.

(d) Promote government/private partnerships in public transportation facilities.

(e) Pursue the Port Angeles Multimodal Transportation Center for most efficient usage as a regional facility.

(f) Encourage public transportation service around the Olympic Loop.

(g) Develop neighborhood-scale park-and-ride lots at Highway 101 junction with collectors. Design lots with bicycle storage facilities on-site.

(h) The supply of transit service shall be consistent with population and employment densities. More service should be provided to urban growth areas and the interconnection of urban growth areas and tribal centers and reservations, than to rural areas.

(i) Transit level of service should be evaluated according to Clallam Transit System performance criteria and Peninsula Regional Transportation Planning Organization methodology which analyzes supply and demand in terms of passengers per seat, headway, and comparison travel time. Refer to "Transit Demand and Supply LOS Tables" in CCC 31.02.430.

(j) Concurrency for transit level of service shall be met within six years of new development when demand LOS standard is deficient. Supply LOS should be representative of ways to resolve demand deficiencies. However, this concurrency requirement shall be governed by the current financial ability of the transit organization to fund service improvements.

(k) Transit level of service shall have a minimum acceptable level of service of "D" for either supply or demand. Target ranges are set to consider optimum performance efficiency and comfort level for urban, intercity, and rural routes as per table in CCC 31.02.430.

(4) *Airport.*

(a) *Policy 16.* Maintain air transportation as a safe, efficient, economical, and environmentally acceptable travel mode serving the needs of County ~~citizens~~residents and visitors.

(b) *Policy 17.* Encourage airport managers and sponsors to maintain up-to-date airport master plans, airport layout plans, airport facility plans, or other similar documents meeting Federal Aviation Administration and Washington State Department of Transportation Aviation Division requirements to determine the existing and future air transportation role of airports and provide the needed direction for future development.

(c) *Policy 18.* Coordinate land use development in and adjacent to public use airports to reduce hazards that may endanger the lives and property of the public and aviation users and to protect the viability of Clallam County's public use general aviation airports.

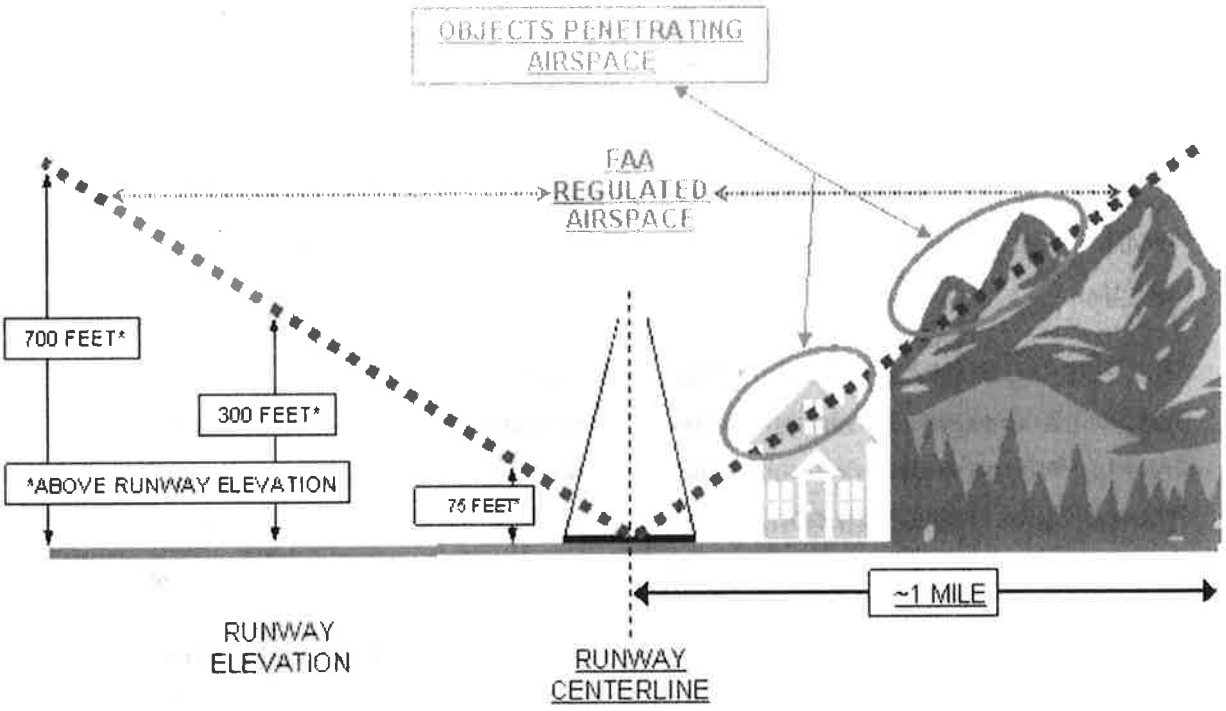
(d) *Policy 19.* Provide adequate surface transportation between airports and urban growth areas and ensure that the existing major arterial streets, roads and highways serving the airport are adequate.

(e) *Policy 20.* Recognize Seattle-Tacoma International Airport (Sea-Tac) as the major air carrier hub airport for Clallam County. Support efforts to attract a passenger airline carrier with direct flights to Sea-Tac.

(f) *Policy 21.* Discourage siting of incompatible land uses around public use airports. Pursue a balance between this requirement and other goals of the Growth Management Act including, but not limited to, protection of private property rights, providing adequate housing, and appropriate economic development in rural and urban areas.

(g) *Policy 22.* Protect navigable airspace, as provided in Code of Federal Regulations Title 14 Federal Aviation Regulation (FAR) Part 77 – Objects Affecting Navigable Airspace, from obstructions that are of sufficient height as to constitute a danger to aircraft flight. See Figure 31.02.420(A) for an illustration of objects penetrating FAR Part 77 airspace.

Figure 31.02.420(A). FAR Part 77 Schematic Displaying Objects Penetrating Airspace



Not to Scale – Drawing Provided for Schematic Purposes Only

(h) *Policy 23.* Provide notice and disclosure to current, future and prospective purchasers of lands within the Airport Overlay District of potential hazards and nuisances associated with aircraft operations and the potential for land use and height regulations.

(i) *Policy 24.* Designate public use, general aviation airports located within Clallam County as essential public facilities.

(j) *Policy 25.* Enact regulations to preserve open land along the extended runway centerline within the Airport Overlay District.

(k) *Policy 26.* Discourage airport hazards including, but not limited to, the siting of land uses adjacent to airports that foster an increase in bird or wildlife populations, create visual hazards, discharge emissions of any particulate matter in the air that could impair airport operations, emit electrical transmissions that would interfere with aviation communications and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns or result in potential hazards to aviation.

(l) *Policy 27.* Encourage economic development opportunities and aviation-related land uses within the Airport Overlay District to promote the efficient mobility of goods and services consistent with the economic development element and the regional transportation strategy.

(m) *Policy 28.* Consult with the Washington State Department of Transportation Aviation Division to provide input into the land use planning efforts around Clallam County's public use airports.

(5) *Trails, Paths and Sidewalks.* (*Policy 29.*) The safety and quality of the travel experience for the non-motorized traveler shall be improved with a greater role in the transportation system.

(a) Widely and prominently sign for the public the location of safe alternate bicycle routes and trails to separate motorized and non-motorized traffic when possible.

(b) The Olympic Discovery Trail shall be developed as a priority transportation facility to bring non-motorized travelers from Jefferson County to the Port Angeles corridor and to the major towns and communities west to the Pacific Coast.

(c) A system of lateral/feeder routes should connect Highway 101 to the Olympic Discovery Trail. Additional lateral routes should be explored and developed to provide expanded multimodal connectivity between residential areas, community features, and the Olympic Discovery Trail.

(d) Support the Foothills Cross Country Equestrian Trail and the Pacific Northwest Trail.

(e) Encourage developments that promote pedestrian, bicycle, and non-motorized use such as bicycle and hiker-only campgrounds and the placement of benches and vault or portable toilet facilities.

(f) Require developers to provide safe access for pedestrian traffic to transit stops.

(g) Develop and implement on-site pedestrian and bicycle access standards for new development in conjunction with County bicycle plans as per matrix cell TPS1-7.

(h) Provide adequate and secure bicycle parking at all ferry terminals, park-and-ride lots, and public facilities as demand requires.

(i) Storage facilities for bicycles should be available in conjunction with transit shelters along the Highway 101 corridor as per matrix cell TPS1-9.

(j) Incorporate appropriate bicycle parking design standards for major employers, institutional, and retail uses, in Clallam County's zoning regulations as per matrix cell TPS1-10.

(k) Pedestrian facilities, such as walkways and trails, should be required per matrix cell TPS1-11 and within walking distance of school facilities along Highway 101, County arterials and major collectors.

(l) Encourage the installation of bicycle detection traffic control devices on regular replacement schedule at intersections of minor roads to connecting arterials as per matrix cell TPS1-13.

(m) Significant historical or cultural sites along trails and paths should be identified. Identify trails as to their basic historic beginnings. For example, the Olympic Discovery Trail had its historic beginnings with the railroad. Interpretive markers identifying this trail beginning should be included in the trail system.

(n) Design non-motorized routes for multiple users, including walking, running, bicycling, equestrian, etc.

(6) *Finance. ([Policy ~~No. 30~~])* Identify and develop a practical and realistic financial plan that is both adequate and equitable in terms of meeting the needs of the people of Clallam County. Such a plan shall seek to provide efficient and effective services and facilities.

(a) Maximize private funding of transportation facilities and maintenance.

(b) Ensure new development projects contribute a "fair share" of financing transportation improvements needed to accommodate the impacts to the transportation system resulting from new developments. "Fair share" means that existing and new revenue sources to finance transportation system improvements (see CCC 31.02.460) maintains level of service standards adopted in this Plan. If these revenue sources do not maintain level of service standards, then new development must be responsible for funding the balance. "Fair share" also means ensuring that new development projects on roads not meeting minimum safety standards (see Policy No. 10.d, subsection (1)(j)(iv) of this section) adheres to mitigation goals of the County (see Policy No. 31, subsection (7) of this section).

(c) The nonmotorized element shall be a part of the funding component of the capital improvement program.

(d) Encourage and support volunteer participation in transportation facility construction and maintenance.

(e) Coordinate federal, State, and private funding.

(f) Public agencies should coordinate joint projects that would consolidate funding and benefit multiple jurisdictions. Public-private partnerships should also be encouraged.

(g) Spending priorities will be established that recognize the practicable limits of public and private funding sources.

(7) *Mitigation. ([Policy ~~No.~~ 31])* Clallam County should require new development to mitigate impacts on transportation facilities which are insufficient to safely handle transportation demands. The County should require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards, when reasonable and capable of being accomplished.

31.02.425 Land use assumptions and forecasting methodology.

Transportation forecasting is an art and not an exact science. The method described will not accurately predict the future 20-year traffic counts, as it will attempt to discover a relationship between current traffic patterns and the new traffic generated from land use alterations. The purpose of linking land use and transportation in the Comprehensive Plan is that they are each predisposed to the occurrence of the other. All land use decisions should be based on traffic impacts and the ability of the jurisdiction to maintain the existing transportation facility to standard. An underutilized or overbuilt transportation facility has the tendency to guide growth into the area, whereas, overcapacity deters growth when expensive road improvements must accompany the development. This reasoning is why a lower level of service standard is acceptable in an urban growth area – it guides growth into an area where infrastructure can best support growth.

County road deficiencies will be analyzed and reported in subregional plans. Transit deficiencies are listed in CCC 31.02.430 and nonmotorized deficiencies are analyzed in the

bicycle plan, CCC 31.02.440. All marine and air transportation deficiencies are deferred to the Port of Port Angeles Comprehensive Scheme of Harbor Improvements, December, 1986. All State highway deficiencies will be deferred to the Peninsula Regional Transportation Planning Organization Regional Transportation Plan.

The Highway Capacity Manual (1985) software is the methodology to determine highway level of service as revised by the Florida Department of Transportation to accept rural, transitioning, and urban land uses. This software was selected for two reasons: (1) the reference to land use and (2) to achieve consistency with State highways and regionally significant roads. The Peninsula Regional Transportation Planning Organization (PRTPO) is using the same software to determine level of service on regionally significant highways and roads. The County Comprehensive Plan endorses the regional transportation planning of the PRTPO and assumes the level of service standards, deficiencies and system needs of the State highways. A sophisticated traffic computer modeling package, Tmodel II, will be used by the County in cooperation with local jurisdictions. The model will contain the federal classified roads that qualify for ISTEA Surface Transportation Program funds which are rural major collectors, urban collectors, minor and principal arterials. The model will forecast the allocation of traffic to the network of collectors and arterials. Case by case, the new traffic generated from a development can be loaded onto the network to see if the level of service remains adequate. The traffic model will be the best tool available to monitor concurrency.

For comprehensive planning purposes, the County Road Information System (CRIS) was linked to a geographic data layer in the PC ARC/INFO Geographic Information System (GIS). The CRIS contains annually updated road design and road conditions information. GIS analysis and mapping provided a vehicle for deficiency inventory and interactive public involvement. It also performed the trend analysis for forecasting traffic. Traffic Analysis Zones (TAZs) were delineated from census block numbering areas with some census block modification. The TAZs were analyzed by the GIS for zoning and land use characteristics for the "do nothing" case. The assumption is that as current land use conditions remain and the influx of population rises, growth will occur in the undeveloped regions with development potential. The 1990 Census was used in a linear projection forecast model to determine the amount of growth to be received by the subcensus area. The growth is distributed into the TAZs by proportion of undeveloped parcels. Regional land use alternatives are analyzed for modifying growth patterns of residential and commercial/industrial development. As densities increase or decrease, average

daily traffic (ADT) per household is calculated as 10 trips per day, according to the Institute of Transportation Engineers Trip Generation (ITE) Manual, 5th Edition.

The PRTPO has selected a menu of transportation growth rates based on the wide range of census data from the four-county region: Mason, Kitsap, Jefferson and Clallam. The regional road system is analyzed with 1.5 percent, three percent and 4.5 percent transportation growth rates. Clallam County should plan for future regional transportation needs (County arterials) using the lowest transportation growth rate of 1.5 percent, realizing that east and west County will not experience the same growth. For major collectors and streets, the County should plan for future transportation needs using 50 percent of potential build-out as indicated on the County comprehensive land use plan.

31.02.430 Transit demand and supply level of service standards.

The Peninsula Regional Transportation Planning Organization is recommending two measures of level of service, demand and supply, to characterize transit LOS in urban and rural areas. The following two tables summarize the recommended thresholds and point system used in determining Table 11 (Existing LOS Conditions of Transit Routes).

Transit demand LOS is measured by examining the comfort of the transit rider in terms of the availability of a seat for every passenger. Supply LOS is calculated by combining points based on the total travel time for a passenger to complete a trip by bus. This measurement includes the frequency of scheduled trips and the travel time for a bus versus a car.

In general, routes with frequent times of departure and equal or better travel times between a bus and a car are given a LOS A. Conversely, routes traveled much faster by car with infrequent service receive a lower LOS for supply, indicating a need for some improvements. A bus with very few passengers indicates a high level of service, since a passenger is guaranteed their choice of seats. Or, if a bus is filled to twice its seated capacity, requiring passengers to stand, it receives a lower demand level of service.

Table 8. Methodology for Determining Demand LOS (1)

LEVEL OF SERVICE (peak run)	DEMAND LOS Passengers Per Seat (2)
A	< .51
B	.51 – .75
C	.76 – 1.09
D	1.1 – 1.25
E	1.26 – 1.59
F	≥ 1.60

Source: Highway Capacity Manual, 1985

Notes: (1) Used for all routes.

(2) A value of 1.0 indicates that there is an average of one rider per seat during peak run.

Table 9. Methodology for Determining Supply LOS Urban and Rural Routes (1)

	Supply LOS		
Points (2)	**Travel Time Comparison (3)**	**Headway (minutes) (4)**	**Points (2)**
1	< 1.1	U = < 16	.5

	Supply LOS		
Points (2)	**Travel Time Comparison (3)**	**Headway (minutes) (4)**	**Points (2)**
		R = < 31	
2	1.1 – 1.5	U = 16 – 30 R = 31 – 60	1
3	1.6 – 2.0	U = 31 – 45 R = 61 – 90	1.5
5	2.1 – 2.5	U = 46 – 60 R = 91 – 120	2
7	2.6 – 3.0	U = 61 – 75 R = 121 – 150	2.5
9	> 3.0	U = > 75 R = > 150	3

Notes:

(1) Used for determining supply LOS for urban and rural designated routes operated by Clallam Transit Agency.

(2) When determining LOS, points are assigned based on values for travel time comparison and minimum headway. By combining the two (2) scores, supply LOS equals:

	Supply LOS		
Points (2)	**Travel Time Comparison (3)**	**Headway (minutes) (4)**	**Points (2)**

A = 1.5 points C = 3.5 – 5 points E = 7.5 – 9.5 points

B = 2 – 3 points D = 5.5 – 7 points F = 10 or more points

(3) A ratio of 1.0 indicates that during the peak run, travel time by bus is equal to the time it takes to drive the same route by automobile.

(4) Headway is the measurement of the time between buses during the peak period.

U = Urban Routes R = Rural Routes

The term "range of acceptability" implies setting parameters for efficient and comfortable transit travel. The following table shows two (2) types of transit service, rural and urban. Rural transit trips are characterized by better capacity and slower headway. A rural transit rider is more willing to accept reliable infrequent service over standing room only because the rural trip lengths are usually longer. Whereas, an urban transit rider is willing to stand for a short period as long as the service is frequent. Table 10 is a planning guideline for transit performance. Transit service in the unshaded area is not as desirable to the transit agency nor transit user as within the shaded target range. As per Policy No. 15.k (subsection (3)(k) of CCC 31.02.420), transit level of service should not fall below D or concurrency will have to be resolved.

Table 10. Target Range of Acceptable Transit LOS

	Faster	SUPPLY (total travel time)			Slower	
DEMAND (pass/seat)	A	B	C	D	E	F
A (<1/2 empty)	A/A	A/B	A/C	A/D	A/E	A/F
B	B/A	B/B	B/C	B/C	B/E	B/F
C	C/A	C/B	C/C	C/D	C/E	C/F
D	D/A	D/B	D/C	D/D	D/E	D/F
E	E/A	E/B	E/C	E/D	E/E	E/F
F (Full)	F/A	F/B	F/C	F/D	F/E	F/F
	Urban and Rural Target Range					
	Extension of Urban Target Range					
	LOS ≥ D as per Policy No. 15.k					

31.02.432 Future transit service needs.

The Clallam Transit System (CTS) service needs are increasing at a rate faster than fiscally forecastedhas been increasing steadily over the past four years, due in part to the zero-fare pilot program initiated in 2024, which excludes the Strait Shot 123, the Hurricane Ridge Shuttle, and Paratransit. The response to ridership increase is fulfilling the County's objective of alternative means of transportation to a car-dependent community. In becoming compliant with the Americans with Disabilities Act, Paratransit has absorbed the additional revenue gains that would otherwise be used to expand service. However, CTS's Operating Budget Forecast indicates that projected revenues and some contribution by existing reserves are more than adequate to meet operating costs beyond the six-year financial horizon. Some of these service needs are implementing transportation demand management programs that could diminish the number of vehicle trips. Other service needs are bringing service to a new area or increasing the frequency of scheduled route service. The unfunded service needs as proposed in the Clallam Transit System Comprehensive Transportation Plan 1993-1998 are the following:

(1) Expansion to the Sequim shuttle service;

(2) Maintained summer service for Port Angeles/Forks Commuter; nine (9) routed trips/day;

(3) Feasibility study for general public Dial-a-Ride service;

(4) Work commute service to and from Clallam Bay;

(5) Rideshare matching program;

(6) Evening and Sunday service;

(7) Additional morning service;

(8) Olympic Loop (West End) service;

(9) City of Forks shuttle service;

(10) Park-and-Ride facilities.

All of these service needs arrive from a moderately aggressive financial forecast in the Clallam Transit Comprehensive Plan; i.e., the funding goals and expectations are reasonably moderate with the exception of the worker-commute service to Clallam Bay Correctional Center. The

~~implementation of these projects will be deferred for one to two (2) years. Although, the County Comprehensive Plan proposes to make available transit credits to development that cause an impact to the transit system. These credits should be in lieu of road expansion needs since transportation supply management will encourage future ridership. Projects eligible for transit credits should be the aforementioned system needs as well as existing operation and maintenance needs that incur on a regular basis. The transit credit projects should have a direct relationship with the development.~~

Existing LOS Conditions of Transit Routes

Transit Agency	Route Number	Demand LOS		Supply LOS						LOS Demand Supply
		Pass/Seat (Peak Run)	LOS	Headway (minutes)	Points	Travel Time (Bus/Auto)	Points	Total Points	LOS	
RURAL ROUTES										
Joyce	10	.92	C	120	2	1.2	2	4	C	C/C
Forks	14	.70	B	60	1	1.3	2	3	B	B/B
LaPush	15	.48	A	240	3	1.2	2	5	C	A/C
Clallam Bay	16	.70	B	120	2	1.1	2	4	C	B/C
101 Commute	30	1.06	C	30	.5	1.3	2	2.5	B	C/B

Transit Agency	Route Number	Demand LOS		Supply LOS						LOS Demand Supply
		Pass/Seat (Peak Run)	LOS	Headway (minutes)	Points	Travel Time (Bus/Auto)	Points	Total Points	LOS	
Old Olympic	31	.45	A	120	2	1.4	2	4	C	A/C
Sequim Shuttle	40	.34	A	60	1	1.5	2	3	B	A/C
Dungeness	44	.86	C	120	2	1.12	2	4	C	C/C
Diamond Point	52	.24	A	90	2	1.2	2	4	C	A/C
URBAN ROUTES										
College Plaza	20	.96	C	30	1	1.7	3	4	C	C/C
College Connector	21	.65	B	30	1	1.2	2	3	B	B/B
Lincoln	22	.74	B	30	1	1.4	2	3	B	B/B

Transit Agency	Route Number	Demand LOS		Supply LOS						LOS Demand Supply
		Pass/Seat (Peak Run)	LOS	Headway (minutes)	Points	Travel Time (Bus/Auto)	Points	Total Points	LOS	
Cherry Hill	24	.55	B	30	1	1.3	2	3	B	B/B
Westside PA	26	.42	A	30	1	1.4	2	3	B	A/B

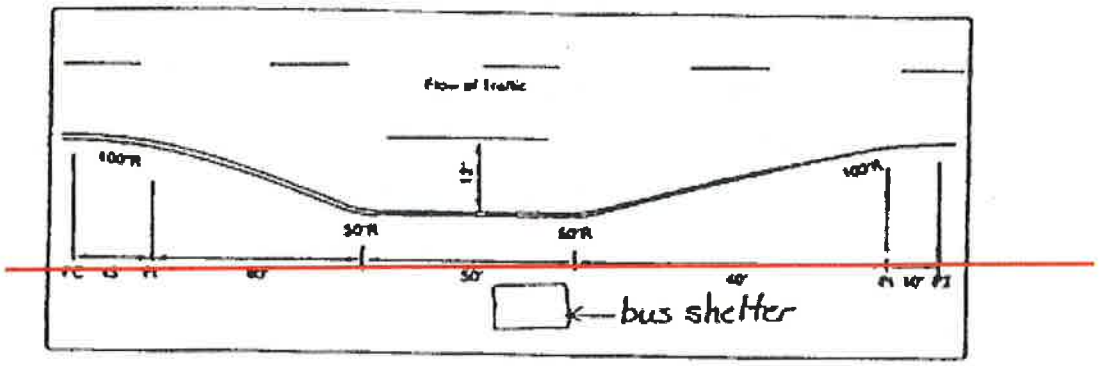
31.02.435 Transit-compatible design standards and development checklist.

The design standards for development that is compatible with transit operations and the goals and policies of this transportation plan are found under Appendix X~~on the following pages~~. ~~These design standards should be used in conjunction with the "Design Standard Policy Matrix," goals and policies, in order to implement the standards. Implementation should occur through the following ways: (1) County ordinances, such as zoning and land divisions; (2) development project review, such as SEPA and building permits; and (3) six (6) year transportation improvement program. The transit-compatible development review checklist should be used as a guide to assist in reviewing development projects to ensure conformity with the design standards and policy matrix of the transportation element.~~

~~**Transit Compatible Development Design Standards**~~

~~Parking and Bus Access from Road~~

1. Bus turnouts should be dedicated from County right-of-way and/or private development to a standard turnout area according to road class if Clallam transit System Comprehensive Plan shows an existing bus route or future bus service on the road, when:



One bus pullout

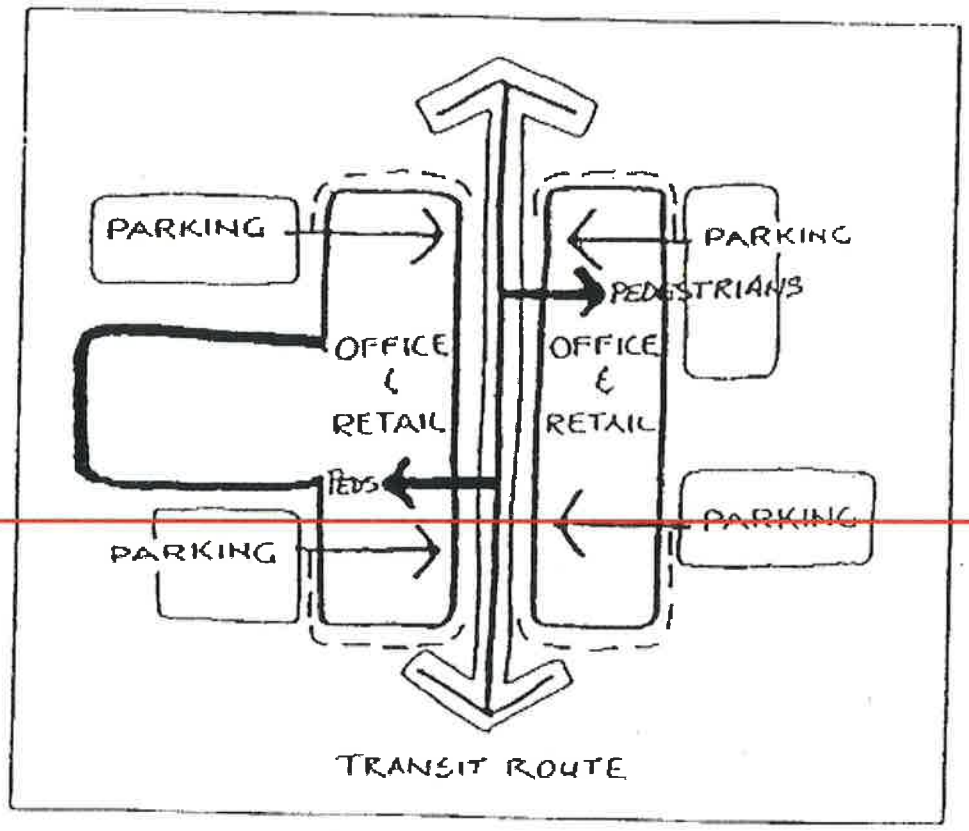
Source: Bus Facilities: Design Guidelines, Orange County Transit District

a. The County road is improved,

or

b. Building permit process occurs.

2. Pedestrians should have easy access from a transit corridor to building entrances.

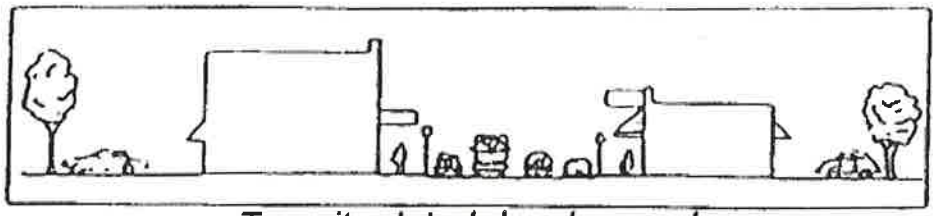


Parking is located to the rear

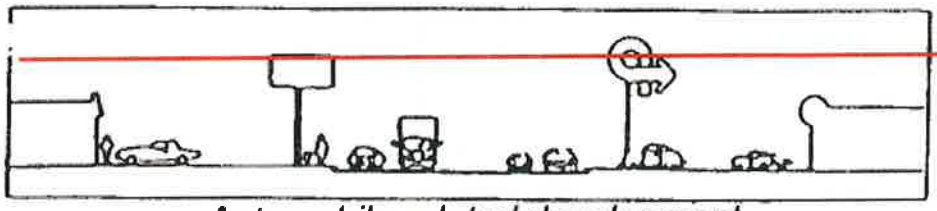
Source: Market Based Transit Facility Design, Harvey Z. Rabinowitz, et al., (February 1989)

~~Building Orientation~~

~~3. Commercial corridors should orient buildings adjacent to the road.~~



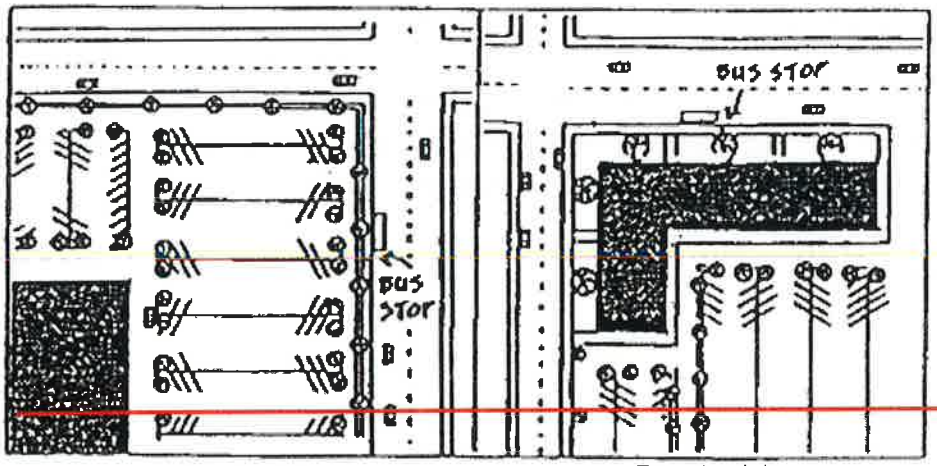
Transit related development



Automobile related development

Source: Public Streets for Public Use, Portland's Arterial Street Classification, Dottemer, (1987)

~~4a. Corner lot buildings should occupy the corner.~~



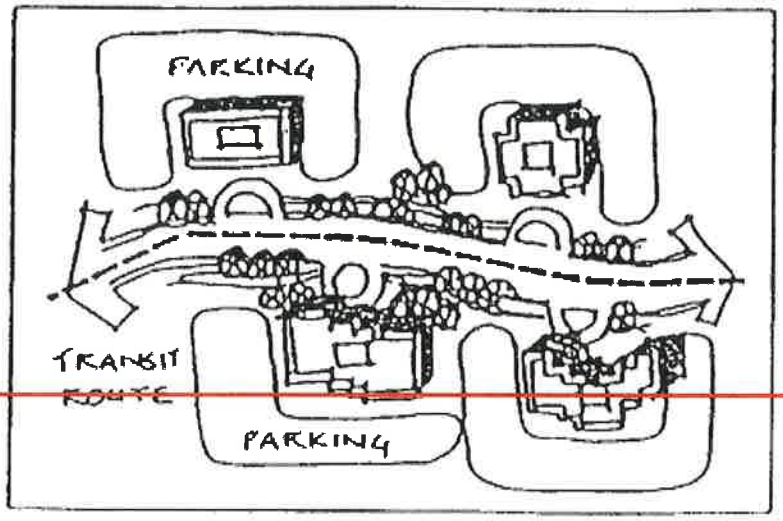
Undesirable
Buildings separated from street by parking

Desirable
Parking behind building

Source: Guidelines for Public Transit in Small Communities, Small Community Systems Branch, Urban Transit Authority of British Columbia, (1980)

~~4b. Distances from bus stop to building entrance should be minimized.~~

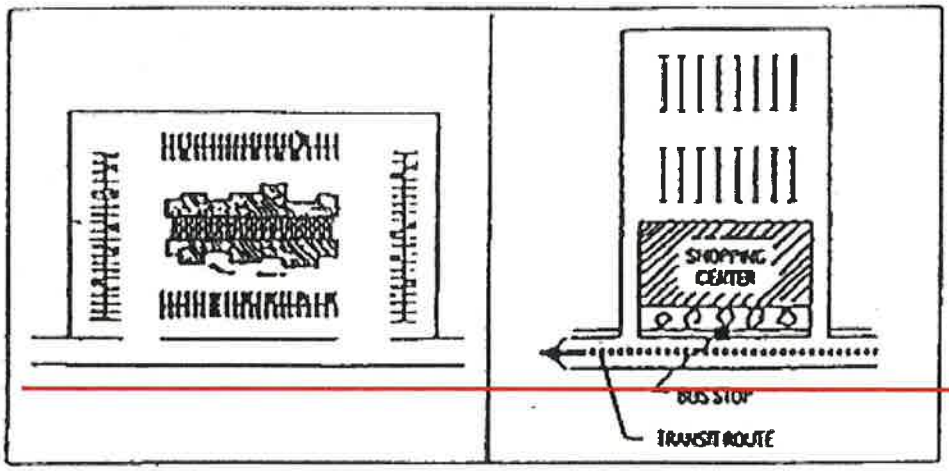
~~5. Parking should wrap around the building and not impede pedestrian circulation or access to building entrances.~~



Typical design concept in which buildings are oriented along streets with sidewalks

Source: Planning and Implementing Pedestrian Facilities in Suburban and Developing Areas

~~6. The building should not be situated in the middle of the lot or near the posterior property line from the street.~~



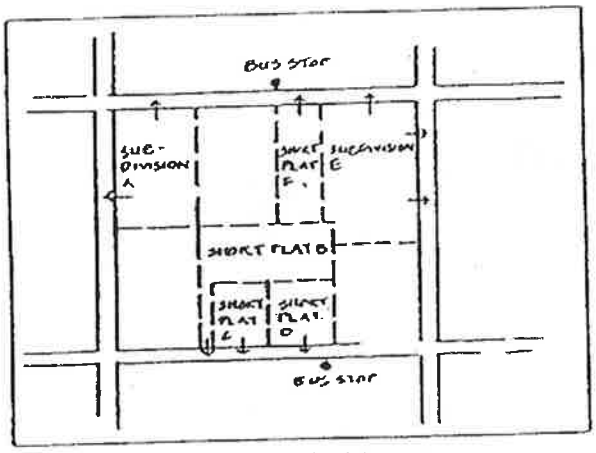
Undesirable
No pedestrian connection provided, distance between building and bus is too far

Desirable
Parking behind, bus stop close to entrance walkways to entrance

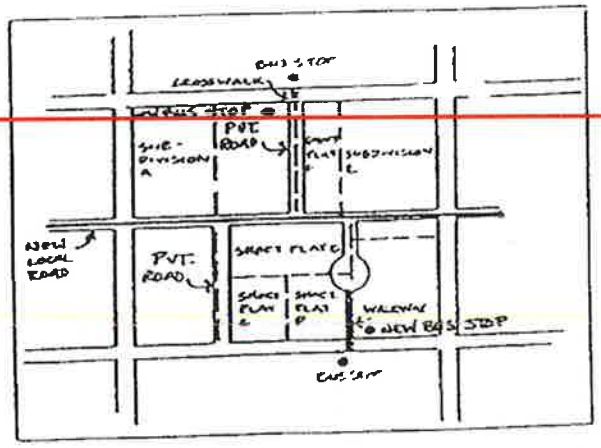
Source: Design for Bus Facilities, Orange County Transit District, (1987)

~~Pedestrian Facilities to Transit Stops~~

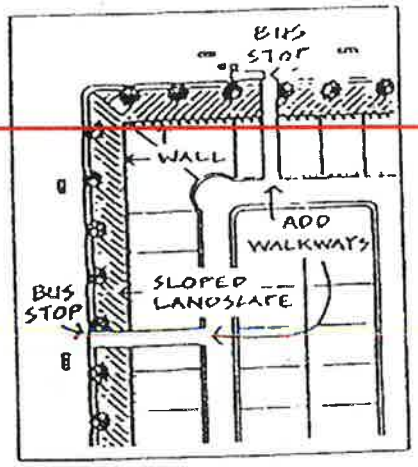
~~7. Plat and subdivision approval should include pedestrian easements to transit stops and bus pullout areas. View-blocking fences and walls should be refrained from closing the easement and reducing visibility.~~



Undesirable
Uncoordinated development, poor bus access



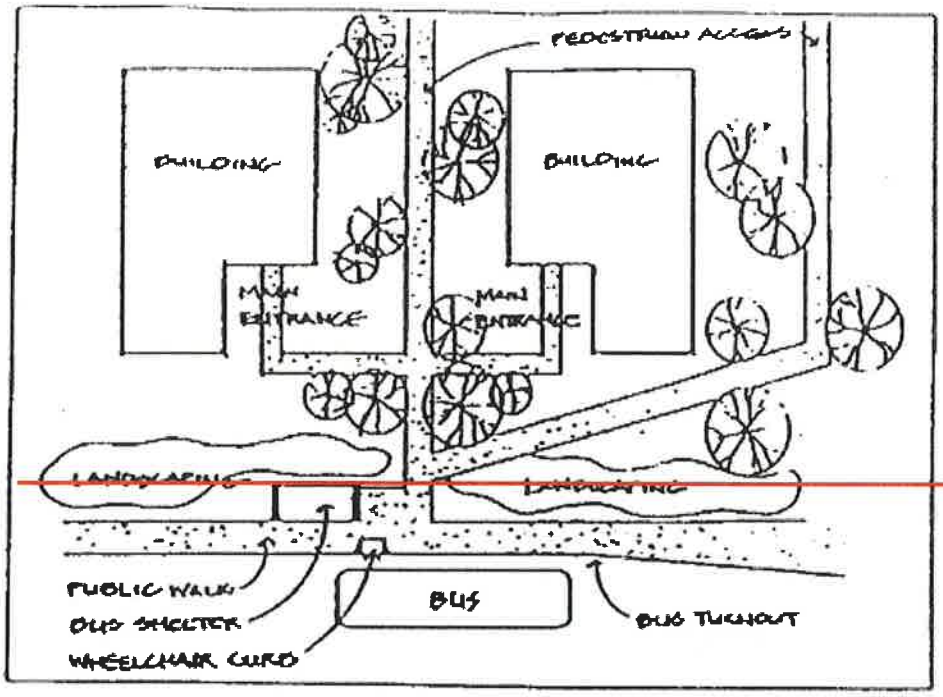
Desirable
Development with bus and pedestrian access



Desirable
Walkways and gates make transit accessible

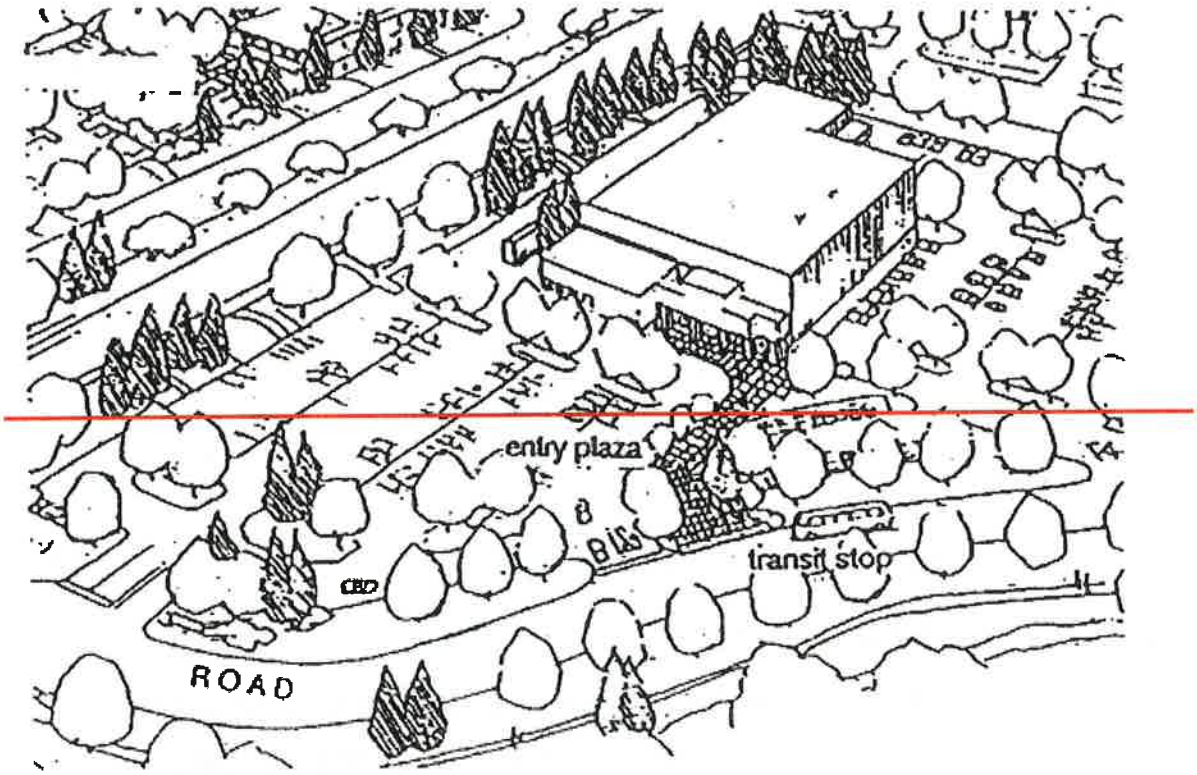
Source: Design Guidelines for Bus Facilities, Orange County Transit District, (1987)

~~8. Pedestrian walkways (of various materials) should connect bus stops to buildings. Buildings should provide connection to each other, i.e., pedestrian access should serve multiple locations.~~



Orient land uses to public transportation facilities
Source: Design Guidelines for Bus and Light Rail Facilities, Regional Transit, (Sacramento, CA)

~~9. Parking lot internal circulation plans should provide safe pedestrian entry walkways.~~



~~Transit-Compatible Development Review Checklist~~

~~Evaluation~~

		~~YES~~	~~Partial~~	~~NO~~
~~A.~~	~~Site Access:~~			
~~1.~~	~~The site is served by transit.~~			
~~2.~~	~~A bus stop, park-and-ride lot, or transit transfer station exists or is planned within one-half (1/2) mile.~~			
~~3.~~	~~A bus stop, park-and-ride lot, or transit transfer station exists or is planned on-site.~~			

Evaluation

		YES	Partial	NO
4.	The site has reserved parking for carpools/vanpools.			
5.	Carpool/vanpool parking is reserved in convenient locations near building entrances.			
6.	The site has paved walkways for pedestrian travel through the site and between adjacent uses.			
7.	The site has marked bike routes.			
8.	The site has bike racks.			
9.	The site has lockers and showers for bicyclists.			
B.	Site Design:			
1.	Buildings are clustered near transit facilities.			
2.	Any large parking areas are at the side or rear of the site.			
3.	Building entrances face transit facilities, and routes to those facilities are clearly marked.			
4.	Buildings are within one-quarter (1/4) mile of a bus stop, rideshare lot, or other public transportation facility.			
5.	Paved sidewalks connect building entrances, parking areas, transit facilities, and other site activity centers.			
6.	Sidewalks and pedestrian areas have lights for safety at night.			

Evaluation

		YES	Partial	NO
7.	The site is free of barriers (walls, ditches, hedges, roads without safe crossings, etc.) to safe and convenient pedestrian travel.			
8.	The site provides shelters, benches, and lighting for transit users.			
9.	The site meets ADA requirements.			
C.	Parking Management:			
1.	The site provided for carpool/vanpool, and compact car parking spaces.			
2.	Parking for carpools/vanpools is located near building entrances.			
D.	Public Transportation Ridership Incentives:			
1.	The developer will distribute information on public transportation and ridesharing options to tenants, employees and customers.			
2.	Transit passes or carpool/vanpool subsidies will be provided to employees and residents.			
3.	The developer will assist in providing shuttle service between the site and transit facilities.			
4.	Transit passes will be sold on site.			
5.	The site will have a rideshare coordinator.			

Areas for Improvement

~~Department of Community Development and Clallam Transit System staff will comment on "Partial" and "NO" responses to the preceding evaluation section. Staff will propose changes that are suitable to the proposed use and location of the development.~~

~~A. Site Access~~

~~B. Site Design~~

~~C. Parking Management~~

~~D. Public Transportation Ridership Incentives~~

~~Design Standard Policy Matrix~~

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
RH1-7 Deciduous trees should be planted along the street	Principal Arterial Minor Arterial Collector Minor Collector Local Access	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟
RH1-8	Principal Arterial	⊟ ⊟	⊟ ⊟	⊟ ⊟	⊟ ⊟	⊟ ⊟	⊟ ⊟	⊟ ⊟	⊟ ⊟	■ ⊟	■ ⊟	■ ⊟	■ ⊟	■ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
Passing lanes should be planned	Minor Arterial Collector Minor Collector Local Access	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟	⊟ ⊟ ⊟
RH2-1 Place new and upgraded service utilities under 12KV	Principal Arterial Minor Arterial	■ ■ ⊟ ⊟	■ ■ ⊟ ⊟	■ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟	■ ■ ⊟ ⊟	■ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
underground or on south side of road	Collector Minor Collector Local Access	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
RH2-2 Parking facilities adjacent to road should have landscaping	Principal Arterial Minor Arterial Collector	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
	Minor Collector Local Access													
RH2-3 Fencing adjacent to road right-of-way should not detract from the rural character	Principal Arterial Minor Arterial Collector Minor Collector	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	■ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
	Local Access													
RH6-2 Consolidated access and ingress/egress easements should be planned	Principal Arterial	■	⊟	■	■	■	■	■	⊟	⊟	⊟	⊟	■	⊟
	Minor Arterial	■	⊟	■	■	■	■	■	⊟	⊟	⊟	⊟	■	⊟
	Collector	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
	Minor Collector	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
	Local Access	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
RH6-3 Shared driveway access is desired; development does not preclude a shared access in future	Principal Arterial	■	■	■	■	■	■	■	■	■	■	■	■	■
	Minor Arterial	■	■	■	■	■	■	■	■	⊟	⊟	⊟	⊟	⊟
	Collector	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
	Minor Collector	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
	Local Access	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
RH6-4	Principal Arterial	■	⊟	■	■	⊟	⊟	■	⊟	■	⊟	■	■	⊟
		■	⊟	⊟	■	⊟	⊟	■	⊟	■	⊟	⊟	■	⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
Frontage roads should be planned	Minor Arterial Collector Minor Collector Local Access	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫	▫ ▫ ▫
RH6-5 Access should be controlled with raised medians with low-	Principal Arterial Minor Arterial	■ ▫ ▫ ▫	■ ▫ ▫ ▫	■ ▫ ▫ ▫	■ ▫ ▫ ▫	■ ▫ ▫ ▫	■ ▫ ▫ ▫	■ ▫ ▫ ▫	■ ▫ ▫ ▫	▫ ▫ ▫ ▫	▫ ▫ ▫ ▫	▫ ▫ ▫ ▫	▫ ▫ ▫ ▫	▫ ▫ ▫ ▫

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium -High Density Direct Access	Medium -High Density Indirect Access	Low Density >1 1/2 Acre	Mixed -Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium -High Density Direct Access	Medium -High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
maintenance, nonlethal vegetation	Collector Minor Collector Local Access	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
RH6-6 Deceleration and acceleration lanes should be planned	Principal Arterial Minor Arterial Collector	■ ■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
	Minor Collector Local Access													
RH8-3 Introduce public awareness signs to watershed protection, bicycle land courtesy, and	Principal Arterial Minor Arterial Collector Minor Collector	■ ■ ■ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ■ ⊟ ⊟	■ ■ ■ ⊟ ⊟	■ ■ ■ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ■ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
commuter choices	Local Access													
TPS1-7 Safe circulation pattern and amenities in parking lots for bicyclists and pedestrians to access development	Principal Arterial Minor Arterial Collector Minor Collector Local Access	■ ■ ■ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
TPS 1-9 Transit shelters with bicycle storage facilities are spaced every (fraction of 1 mile)	Principal Arterial Minor Arterial Collector Minor Collector Local Access				1	1	1			1-2	1-5	1-5		
TPS 1-10 Bicycle storage	Principal Arterial	■ ■	⊟ ⊟	⊟ ⊟	■ ■	■ ■	■ ■	■ ■	■ ■	■ ⊟	⊟ ⊟	⊟ ⊟	⊟ ⊟	⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium High Density Direct Access	Medium High Density Indirect Access	Low Density >1-1/2 Acre	Mixed Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium High Density Direct Access	Medium High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
facilities are a component of development review	Minor Arterial	■	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭
	Collector	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭
	Minor Collector	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭
	Local Access													
TPS1-11	Principal Arterial	■	■	■	■	■	■	■	■	■	■	■	■	▭
Pedestrian facilities are desired; flexibility to alignment	Minor Arterial	■	■	■	■	■	■	■	■	■	■	■	■	▭
		■	■	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭
		▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭	▭

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density >1-1/2 Acre	Mixed-Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium-High Density Direct Access	Medium-High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
and setback is allowed	Collector Minor Collector Local Access	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟	⊟
TPS 1-13 Installation of bicycle detection traffic control devices at intersections	Principal Arterial Minor Arterial Collector	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	■ ■ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟	⊟ ⊟ ⊟ ⊟ ⊟

Policy	Street Types	Urban								Rural				
		Residential				Industrial		Commercial		Residential			Commercial	
		Medium High Density Direct Access	Medium High Density Indirect Access	Low Density >1-1/2 Acre	Mixed Use/ Rural Center	Light/ Industrial Park	Heavy	Free Access	Limited Access	Medium High Density Direct Access	Medium High Density Indirect Access	Low Density and Agriculture	Direct Access	Forestry
	Minor Collector Local Access													

31.02.440 Clallam County bicycle plan.

The goal of this bicycle plan is to improve conditions for bicycling in Clallam County and to encourage more cycling as a healthy, traffic-reducing alternative to motorized transportation. This plan will incorporate alternate modes of transportation with development that increase physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state. ~~This plan will enhance the transportation system by providing new levels of personal mobility for a moderate cost while encouraging cleaner air and providing increased access to free or inexpensive opportunities for physical activity to promote a healthier population.~~

The following recommended improvements will make bicycle commuting a viable option for the portion of the County population for which bicycling is an alternative mode of transportation for going to work, running errands, attending meetings, and doing business.

The majority of this plan is oriented towards improvements specifically for bicyclists. However in rural areas, wider shoulders will also benefit pedestrians, since rural shoulders are used by walkers, runners, horseback riders, families with strollers and wheelchair users.

31.02.441 Existing bicycle facilities.

The first phase of the Olympic Discovery Trail constructed in 1986 was the Waterfront Trail in Port Angeles. This project began at the City Pier on Railroad Avenue and extended eastward to the former mill site of Rayonier, Inc. The initial work on the Waterfront Trail was extended by the City over the next 10 years westward along Marine Drive, through the Daishowa Mill site, to the Coast Guard Station entrance on Ediz Hook. Utilizing the abandoned railroad right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad line, County road crews and County-funded contractors extended the trail eastward along the coastline to Morse Creek, through the Morse Creek ravine, to the Deer Park Scenic Gateway – providing 7.7 miles of a scenic and safe alternative trail routing allowing trail users to avoid the higher risk US 101 route. The trail continues off-road 14 miles across the County to Railroad Bridge Park near Sequim. It passes an additional 5.3 miles through Sequim on a separate trail and when complete will traverse an additional eight miles to the Clallam-Jefferson County Line. The Jefferson County portion, when

complete, will add 24 miles. Ultimately, the Olympic Discovery Trail will serve as a two-county signed bicycle route running 145 miles from the Port Townsend ferry terminal through Discovery Bay, Gardiner, Blyn, Sequim, Carlsborg, Agnew, and Port Angeles to Forks where extensions of the trail will continue on to LaPush on the Pacific Coast and south of Forks to the south County line. A network of well-marked feeder routes will make this facility accessible to the general population inviting commuting and recreational bicyclists.

Since 1993, Clallam Transit buses have installed bike racks on the front of buses. They accommodate four bicycles at a time to travel any route and allow bus riders to complete their destination by bicycle.

Shoulder width improvements to Old Olympic Highway, from Towne Road to Kendall Road, were a very desired bicycle facility improvement. The completion of the Old Olympic Highway reconstruction projects identified in the Six-Year Transportation Improvement Plan will expand this bicycle facility.

31.02.442 Bicycle routes.

(1) Designated bike route from west to east.

Road Name	Route
101	From Jefferson County Line to Sappho
113 (Burnt Mt. Hwy.)	From Hwy. 101 to Hwy. 112
112	From Burnt Mtn. to Hwy 101 (Lower Elwha Road)
Lower Elwha Road	From Hwy. 101 to Edgewood
Edgewood Drive	From Lower Elwha To Airport

Road Name	Route
Airport	From Edgewood To Lauridson Blvd.
Lauridson Blvd.	From Airport to M Street
M Street	From Lauridson Blvd. to Hill St.
Hill Street	All
Marine Drive	From Hill Street to Morse Creek via Waterfront Trail
101	Morse Creek to Old Olympic Highway
Old Olympic Highway	From 101 to Sequim-Dungeness Way
Port Williams	From Sequim-Dungeness Way to Brown Road
Brown Road	From Port Williams to West Sequim Bay Road
West Sequim Bay Road	From Port Williams to Highway 101
101	From West Sequim Bay Road to Old Blyn Hwy.
Old Blyn Hwy.	All
101	From Old Blyn Hwy to County Line

(2) The following would be feeder routes to the County bicycle (through) route:

West End

LaPush and Mora Roads	All
112	Neah Bay to Burnt Mtn.
Hoko/Ozette Road	All
Clark Rd./Sol Duc Valley	All
101	From Sol Duc Valley to North Shore
North Shore	All to Spruce Railroad Trail
Joyce Piedmont	From Railroad Trail to Hwy 112

Port Angeles

Front Street	From College Plaza to Waterfront Trail
First Street	From College Plaza to Waterfront Trail
Race Street	Front Street to Hurricane Ridge Road

Sequim (north of 101)

Kitchen-Dick Road	From Lotzgesell to Olympic Discovery Trail

Lotzgesell Road	From Kitchen-Dick to Cays Road
Cays Road	From Lotzgesell to Anderson Road
Anderson Road	From Cays to Sequim-Dungeness Way
Sequim-Dungeness Way	From Lotzgesell Road to City of Sequim

Sequim (south of 101)

River Road	From Hwy. 101 to Happy Valley Road
Happy Valley	From River Road to Hwy. 101

East of Sequim

East Sequim-Bay Road	From 101 to State Park
Diamond Point Road	From 101 to State Park

31.02.444 Bicycle facility improvement needs.

The improvements included below are those which would most significantly contribute to safe cycling in the most cost effective manner. Many recommended improvements simply involve road designs and improvements that foster motorist awareness and consideration of bicyclists. Other improvements are designed to guide cyclists regarding their position on the pavement. Where possible, the listed improvements are referenced by a Clallam County Policy from CCC 31.02.420.

(1) *Roads, Shoulders and Bridges.*

(a) *Roads.*

(i) Bicycle facilities should, at a minimum, meet the current AASHTO Guidelines. (Policy 8.a, subsection (1)(h)(i))

(ii) Incorporated or urban growth areas should have designated vehicle-shared or separated bike lanes on Highway 101 and Race Street. (Policies 1.a and 8.b, subsections (1)(a)(i) and (1)(h)(ii))

(b) *Shoulders.*

(i) As an alternative to bike lanes, shoulders should be sufficient to accommodate cyclists and/or pedestrians. (Policies 5.c, 5.d, and 8.a, subsections (1)(e)(iii), (1)(e)(iv), and (1)(h)(i))

(ii) Shoulder design guidelines for County-designated bike routes with more than 200 vehicles average daily traffic (ADT):

Speed Limit (mph)	**Min. Shoulder Width**
30 or 35	3'
40 or 45	4'
50 or 55	5'

(iii) Shoulders should be swept regularly to keep pavement free of debris. (Policy 1.a, subsection (1)(a)(1))

(iv) Shoulder should be repaired with smooth patches to prevent accidents.

(v) Shoulder widths should be maintained as future turn lanes are added.

(vi) Fog lines should be repainted as needed to stay visible.

(vii) Shoulders should be unobstructed by overhanging mailboxes.

(c) *Bridges.* It is recommended that signing and education be used to warn cyclists and motorists of the hazards bridges create for both cyclists and motorists. Bridge improvement, such as a consistent shoulder width between roadway and bridge, is the best method for assuring a high level of safety.

(2) *Other Improvements.*

(a) Catch basin drain grates should be brought to street level and oriented properly along Highway 101 in urban growth areas. Adjust level of grates to be flush with future pavement overlays;

(b) Install bicycle sensitive traffic signals at major intersections during regular replacement schedule of traffic signal sensors. Mark the bicycle detection zone at those intersections. (Policy 29.l, subsection (5)(l));

(c) Development review should include consideration of traffic impacts to bicyclists and the potential of mitigation for bicycle facilities. (Policy 29.e, subsection (5)(e));

(d) Regular resurfacing projects should encompass the entire length of road rather than brief portions in order that the road conditions for the whole road be unsuitable for only one construction season (rather than have consecutive portions of the same road be unsafe for several maintenance periods).

(3) *Bicycle Parking.* Convenient, secure, and protected bicycle parking is as crucial to encouraging non-motorized transportation as parking space is to a motor vehicle. County and city building codes, for municipal, commercial, or business development, should include a minimum standard for bicycle parking capacity equal to 10 percent of required motor vehicle parking spaces.

(4) *Transit Connections.* There is tremendous potential in Clallam County for linking bicycling with transit due to the linear orientation of Highway 101. Several County road collectors, of generally six to eight miles each (ideal bicycle commuting distance), connect with Highway 101. With facilities such as secure bicycle parking and bike racks on buses, bicycling becomes a strong alternative for many commuters living miles outside of urban growth areas.

A very important consideration is that of safety for both bicyclists and pedestrians in crossing the highway to and from transit stops. The most suitable solution may be bicycle/pedestrian

overpasses at major intersections, such as the junction of Old Olympic Highway/SR 101, to maintain traffic flow without traffic signals.

(5) *Signage.* Clear, prominent, and consistent signage to safely and expeditiously guide trail/path users to and along the entire bicycle complex, whether the Olympic Discovery Trail, the Adventure Trail, and the Scenic Bike Route; and to and from other major trails such as the Pacific Northwest Trail and any of the feeder routes.

31.02.510 Affordable housing issues.

(1) As described in detail in the reports referenced at CCC 31.02.280(2), Clallam County has unique local circumstances that result in a very complex housing situation. In the West End, the population has declined but housing is difficult to obtain due to lack of new construction. Eastern Clallam County has experienced rapid growth but affordable housing is in short supply due to demand. Housing prices across the County have risen extensively between 1985 and 2005 due to a variety of factors, including increases in the price of land, costs of construction, financing, regulations, and demand. These increases have reached a level where the average wage earner has difficulty obtaining affordable housing.

(2) *Measuring Housing Need: A Data Toolkit for Clallam County* includes the following findings:

(a) According to the guideline that paying 30 percent of household income for housing is affordable, nearly half (46 percent) of renter households in Clallam County in 1999 were renting housing they could not afford.

(b) Since 2000, the median price for homes has risen sharply. In the first quarter of 2000, the median price for homes sold was $98,900 and rose to $170,000 in the last quarter of 2004.

(c) A family of four needs to earn $16.75 an hour (about $33,500 a year) to afford to rent a three-bedroom unit at fair market rent in 2005 ($871 a month).

(d) A person receiving Supplemental Security Income (SSI) payments in Clallam County ($579 a month in 2005) could afford to pay $174 a month for housing. Fair market rent for a one-bedroom unit in 2005 was $458.

(3) *Measuring Housing Need: A Data Toolkit for Clallam County* includes the following strategies for providing affordable housing and meeting the demand for diversity of housing choices:

(a) Respond to the needs of the "working poor" by developing a range of affordable housing options near employment sources.

(b) Respond to the need for smaller units and units suitable for the elderly.

(c) Encourage the development of mixed uses in housing construction.

(d) Allow mixed uses in zoning, such as residential, in selected commercial/business areas.

(e) Provide incentives for housing developers to increase affordable housing, such as strategies to reduce development costs, fast-track plan approval, maintaining a file of pre-approved housing plans, reduced impact fees, and providing density bonuses.

(f) Encourage infill development where infrastructure is in place.

(g) Work with existing and new employers to develop housing options for current and planned employees.

(h) Allow residential accessory housing.

(i) Establish inclusionary zoning ordinances and other incentives for developers to reduce housing costs such as density/parking adjustments and fee reductions.

(j) Remove regulatory barriers to affordable housing by periodically reviewing and modifying ordinances, codes, and zoning regulations.

(k) Provide "fast-track" approval for reasonable accessibility modifications.

(l) Encourage design competitions to increase the amount of attractive affordable housing, and the availability of pre-approved plans.

(m) Support the development of community land trusts.

(n) Expand new affordable options with CDBG (Community Development Block Grant) resources.

(o) Link long-range plans for new and/or upgraded infrastructure development with planning for inclusion of development of affordable and accessible housing.

31.02.520 Affordable housing goals.

(1) Clallam County's affordable housing efforts should be directed at preserving and creating housing that is affordable to those with very low, low, and moderate income, defined as:

(a) "Very low income" means a household income below 50 percent of the Countywide median.

(b) "Low income" means a household income between 50 and 80 percent of the Countywide median.

(c) "Moderate income" means a household with income within the range of 80 to 95 percent of the Countywide median.

(2) Based on extensive local need for affordable housing as well as its unique local circumstances, the County shall encourage retention and creation of affordable housing, as defined in subsection (1) of this section, as follows:

(a) By encouraging participation in, and assisting where possible, the efforts of the Shelter Providers Network, the Homelessness Task Force, the Housing Authority of Clallam County, and the Clallam County Affordable Housing Task Force by identifying, pursuing, coordinating, and facilitating the distribution of available relevant federal, state, or private funding to assist these agencies in their efforts to end and prevent homelessness, and to provide and maintain affordable housing in Clallam County.

(b) By ensuring that its policies and regulations encourage the retention and creation of affordable housing developments that are not subject to procedural and/or development standards not required of other residential developments.

(c) By working together with local cities to:

(i) Preserve existing affordable housing by placing a high priority on providing infrastructure and urban services to serve high-density housing developments in urban growth areas.

(ii) Encourage the creation of additional affordable housing by inventorying and designating land within urban growth areas that is available and suitable for high-density housing developments.

(iii) Coordinate plans to develop new and/or upgraded infrastructure with retention and/or creation of affordable and accessible housing.

(iv) Identify and implement other coordinated strategies to preserve or create affordable housing in urban growth areas.

(v) Continue to coordinate implementation of the "affordable housing" policies set forth in the *1992 Clallam County Countywide Planning Policy* adopted by the County and cities.

(d) By allowing mobile homes and modular homes as single-family residences.

(e) By allowing accessory housing units ("AHUs") as allowed land uses in most zones.

(f) By allowing flexible zoning and cluster development techniques that allow for a range of lot sizes and clustering of lots closer to required services.

(3) Clallam County should consider the following strategies to encourage the retention and creation of affordable housing:

(a) Forming, coordinating, supporting and/or participating in the Clallam County Affordable Housing Task Force which would be comprised of representatives from local governments, local agencies working on homelessness and/or affordable housing issues, financial institutions, major employers, developers, contractors, real estate, chambers of commerce, economic development professions, and the like, which would have the following goals:

(i) The compilation or commissioning of updated assessments of the County's housing inventory and needs considering such issues as evolving demographics, employment patterns, market changes, affordable housing needs and other relevant local circumstances, preferably to be completed one year prior to the GMA-mandated review of the County's Comprehensive Plan with such assessment submitted to the Planning Commission for review and forwarding to the Board of County Commissioners for consideration of adoption and made available to the public.

(ii) The coordination of efforts to develop affordable housing by involving relevant agencies, programs, and funding; identifying available land in urban growth areas

suitable for the development of affordable housing; and developing mechanisms for rapid review and financing of proposed affordable housing projects.

(iii) The development of educational materials that increase awareness of incentives and strategies offered by local jurisdictions and other agencies to develop affordable housing and that promote acceptance of new affordable housing developments within local communities.

(iv) The identification of existing local policies and regulations that discourage the preservation or creation of affordable housing and the development of proposed policies and regulations for consideration by relevant local governments that would encourage preservation or creation of affordable housing.

(b) Zoning and subdivision provisions that broaden the range of affordable housing choices through expanded opportunities such as townhouses, condominiums, multiplex rental housing, multi-story housing, and high-density cottage units clustered around common green spaces; and low-density attached units mixed with large open-space remainder lots.

(c) The preservation of existing mobile home parks; i.e., through the adoption of a new urban mobile home park overlay designation resulting in assessments limited to park use thereby providing property tax relief to the owners. Such designation would be available to park owners by agreement and would be effective for a minimum time period, such as five years, to be established by regulation.

(d) Mixed use developments that include affordable housing opportunities in certain commercial zoning districts, including above commercial facilities.

(e) Incentives, such as density bonuses, that would allow residential developments to be financially viable even with a partial set-aside of below-market-rate units.

(f) Pre-approved affordable housing plans and other development permitting strategies that reduce costs, permit fees, and waiting times.

(g) Identifying and marketing publicly owned land in urban growth areas suitable for the development of very low-income housing.

31.02.610 Economic development issues.

The Growth Management Act encourages economic development throughout the State that is consistent with adopted comprehensive plans, promotes economic opportunity for all ~~citizens~~residents, especially for unemployed and for disadvantaged persons, supports growth in areas experiencing insufficient economic growth, all within the capacities of the area's natural resources, public services, and public facilities.

RCW 36.70A.070(7) more specifically requires that Comprehensive Plans include, "(A)n economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include: a summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural/cultural resources; and an identification of policies, programs, and projects to foster economic growth and development and to address future needs."

(1) *Population.* As of 2005, the Forecasting Division of the Washington State Office of Financial Management (OFM) estimated Clallam County's population (including incorporated areas) at 66,800, which is approximately a four percent increase (one percent annualized rate) from the Census population of 64,179 in 2000 and approximately 18 percent increase (1.2 percent annualized rate) from the Census population of 56,464 in 1990. According to the OFM, the majority of population increase has been due to in-migration. In 2002, OFM projections estimated that Clallam County's resident population would increase to as much as 72,383 by 2010 and 81,894 by 2020.

(2) *Employment.* The Washington State Employment Security Department (WSESD) maintains a database of employment data called the Quarterly Census Employment and Wages (QCEW). The data is categorized according to the "North American Industry Classification System" (NAICS) a standardized system used by federal statistical agencies for classifying business establishments. The QCEW data provides information on the number of firms, employees, and wages per NAICS category. It should be noted that since the data is obtained from tax information that the data is underestimated because it only reflects those businesses in Clallam County that have unemployment insurance and are not sole proprietorships. In addition,

WSESD suppresses some of the data specifics to ensure confidentiality to individual businesses. There are two forms of suppression:

(a) If there are less than three firms for a NAICS classification, then the information is suppressed and reported as an * in the database; and

(b) If any one firm contains more than 80 percent of the employee wage, then the information is suppressed and reported as an * in the database.

The QCEW data is designated into 23 main NAICS business categories with smaller classifications under each larger division. For these purposes only the large business categories have been included and where specified some of the business categories have been combined. For example, real estate has been combined with finance and insurance forming a sector called finance, insurance, and real estate (F.I.R.E.). The following employment, payroll and covered wage, and business sector and trend information in this section is based upon 1994 through 2004 QCEW data. The total wages and average monthly wage per sector have been converted to 2004 dollars for easier comparison among QCEW data from different years. Table 31.02.610(A) provides a listing of the industry categories, average number of firms, average number of employees, and total wages for Clallam County in 2004.

Table 31.02.610(A) – WSESD QCEW 2004 Data for Clallam County

	Average Number of Firms	Average Number of Employees	Total Wages
Agriculture, Forestry, Fishing & Hunting (A.F.F.H.)	91	581	$18,676,935

Table 31.02.610(A) – WSESD QCEW 2004 Data for Clallam County			
Accommodations and Leisure[1]	229	2,386	$27,778,696
Construction	329	1,314	$42,154,454
Finance, Insurance, and Real Estate (F.I.R.E.)	136	716	$19,235,932
Government[2]	102	6,465	$234,526,221
Healthcare and Social Assistance[3]	203	2,106	$47,250,634
Information	21	307	$8,846,116
Manufacturing	80	1,254	$45,414,342
Mining	4	15	$379,792
Retail/Wholesale Trade	324	3,687	$92,712,114
Other Services[4]	740	2,091	$49,057,304
Transportation, Warehousing, and Utilities (T.W.U.)	86	551	$15,578,572

Table 31.02.610(A) – WSESD QCEW 2004 Data for Clallam County			
TOTALS	**2,345**	**21,473**	**$601,611,112**

Source: WSESD (2005)

[1] Accommodations and leisure refer to accommodations, food services, arts, entertainment, and recreation.

[2] Government is comprised of public education; cities, counties, tribes, state, and federal agencies; and the hospital.

[3] Health care and social assistance includes ambulatory health care services, nursing and residential care facilities, and social assistance such as emergency relief, child day care, and community food and housing services.

[4] Other services include administrative, waste, professional and technical, and educational services; repair and maintenance; personal and laundry; membership organizations and associations; private households; and all other services not separated into other categories listed above.

Washington State Employment Security Department Local Area Unemployment Statistics (LAUS) figures estimated County resident civilian employment in 2004 of 26,700 workers out of a total work force of 28,670, with an estimated 1,970 being unemployed. LAUS data differs from QCEW data because it reflects employment for civilian residents of Clallam County even if they are working in another county and includes employees that are not covered by unemployment insurance while QCEW data deals only with jobs in Clallam County and only those jobs covered by unemployment insurance. Using QCEW 2004 data, government employees (including those employed by public education, the hospital, and cities, counties, tribes, state and federal agencies) comprised the largest number of employed in Clallam County, with 6,465. Retail/wholesale trade employees had the second largest numbers (3,687), while accommodation and leisure activities (including food services, arts, entertainment, and recreation) and health care/social assistance workers comprised the third and fourth largest numbers of employed (2,386 and 2,106 workers, respectively).

According to the Washington State Employment Security Department (LAUS) figures, Clallam County's unemployment rate was higher than the Washington state average between 1998 and 2004. Generally, its rate was more than one percent higher than the Washington state average. However, in 2004, County unemployment rates decreased to 6.9 percent, settling just above the State average of 6.2 percent.

The Washington State Employment Security Department (WSESD) using QCEW data reports that there was a total monthly average of 2,345 employers (excluding sole proprietorships as discussed earlier) in Clallam County in 2004. The largest number of firms occurred in the services industry. Based on the number of employers per sector as of 2004, the majority of County businesses were service-oriented (excluding healthcare and social assistance) at 740, followed by construction trades (329) and retail and wholesale (324). Mining and information sectors had the least number of firms at four (4) and twenty-one (21), respectively.

(3) *Payroll.* As of 2004, government, services (including health/social services and other services), and retail/wholesale trade industries comprised the top three wage providers in Clallam County, at approximately $234 million (m), $96 m (including $47 m for health/social services), and $93 m, respectively. At the opposite end of the scale, the mining industry provided approximately $0.4 m in wages, while the transportation/warehousing/utilities and agriculture/forestry/fishing industries generated approximately $16 m and $19 m, respectively (WSESD, 2005).

(4) *Business Sectors and Trends.* Businesses in Clallam County have historically been centered around natural resource-based industries such as timber extraction, fishing, and wood products manufacturing. In recent decades however, service-related industries have outpaced the growth of large-scale resource-based businesses. Based on the number of employers per sector as of 2004, the majority of County businesses were service-oriented (excluding healthcare and social assistance), followed by construction trades and retail and wholesale. Though timber extraction, fishing, agriculture, mineral extraction, and other natural resource industries have declined in recent years, they are still important facets of Clallam County's economy. The conversion of natural resources to product continues to be a substantial industry, providing living wage jobs to large segments of the County's population. Wood products manufacturing, for example, provided over $15 million in wages, in 2004 (WSESD, 2005). Sustainable economic development in Clallam County will require support and balance

between a diverse range of industries in order to avoid major County-wide impacts, due to market fluctuations within a single or limited number of industries.

Figures 31.02.610(A), (B), and (C) depict QCEW data for Clallam County for the time period of 1994 through 2004 in order to visualize trends in the business sectors. All total wages per sector have been converted to 2004 dollars for easier comparison among data from different years. Changes in total wages, number of employees, and number of firms have been calculated both as a change in percent from 1994 to 2004 and as an annualized average growth rate in percent. For example, given the text twenty-four (24) percent (2.5 percent) or (twenty-four (24) percent, 2.5 percent) the first percentage indicates the percent change from 1994 to 2004, in this case twenty-four (24) percent, and the second percent will be the annualized growth rate, in this case 2.5 percent.

Based on the Washington State Employment Security Department total wages per sector data, total wages increased steadily from 1994 through 2004, approximately a twenty-seven (27) percent (2.4 percent annualized rate) increase from 1994 through 2004. Out of a total of twelve (12) sectors listed in Table 31.02.610(A) and shown in Figure 31.02.610(A) the strongest growth from 1994 through 2004 occurred within services (excluding health/social services) (seventy-five (75) percent, 5.7 percent), construction (sixty (60) percent, 4.8 percent), health/social services (fifty-five (55) percent, 4.5 percent), and government (thirty-seven (37) percent, 3.2 percent). Increases in growth also occurred in retail/wholesale (thirty-one (31) percent, 2.8 percent), agriculture/forestry/fishing (thirty (30) percent, 2.6 percent), information (twenty-two (22) percent, 2.0 percent), F.I.R.E. (finance, insurance, and real estate) (nineteen (19) percent, 1.8 percent), transportation/warehousing/utilities (fourteen (14) percent, 1.3 percent), and accommodation and leisure industries (eleven (11) percent, 1.1 percent). During this timeframe, the mining industry significantly declined (negative fifty-nine (-59) percent, -8.5 percent), as well as manufacturing (negative twenty-six (-26) percent, -2.9 percent). Government had significantly higher total wages than any of the other business categories. Retail and wholesale trades had the second highest total wages for the 1994 through 2004 timeframe.

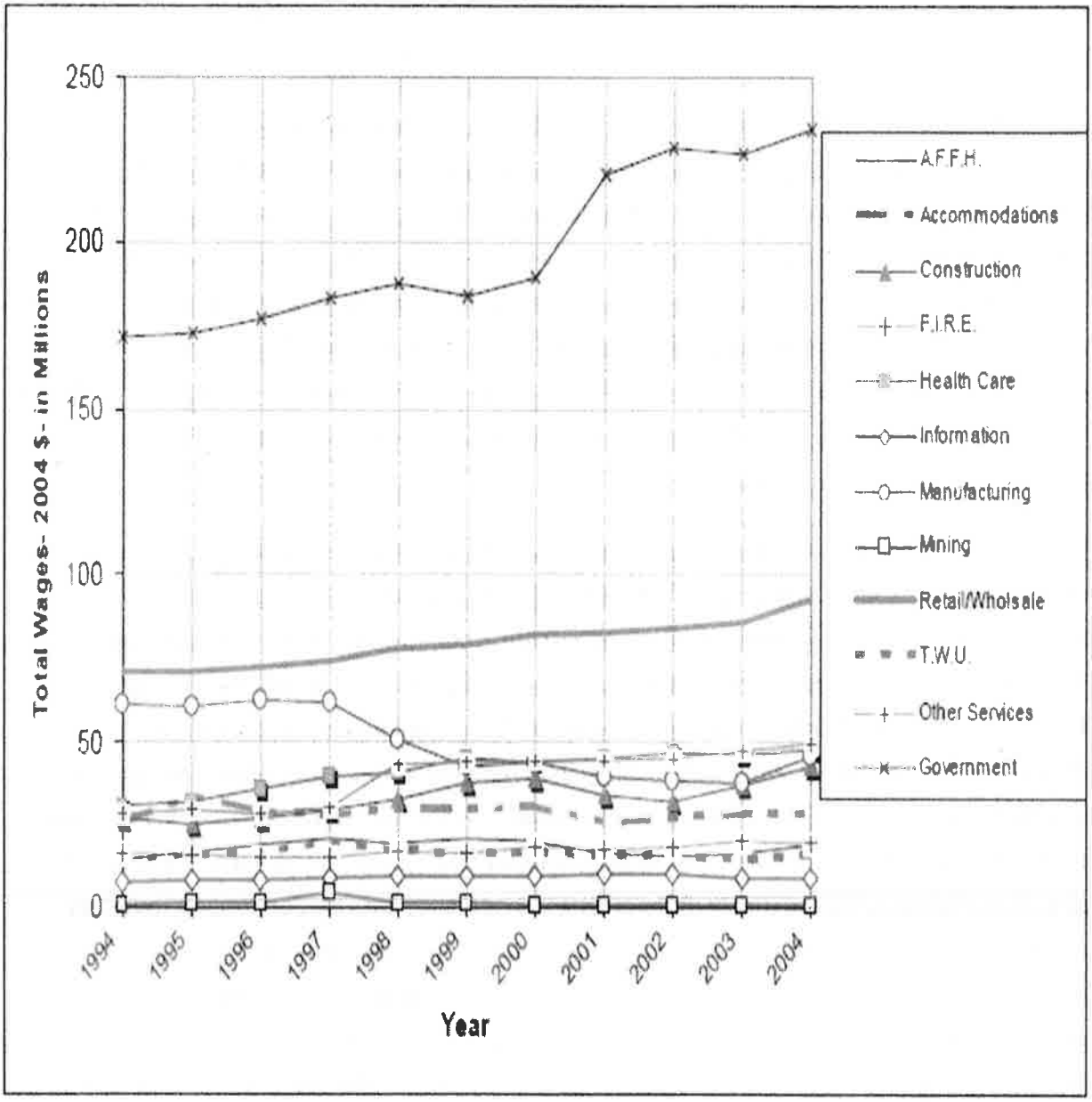
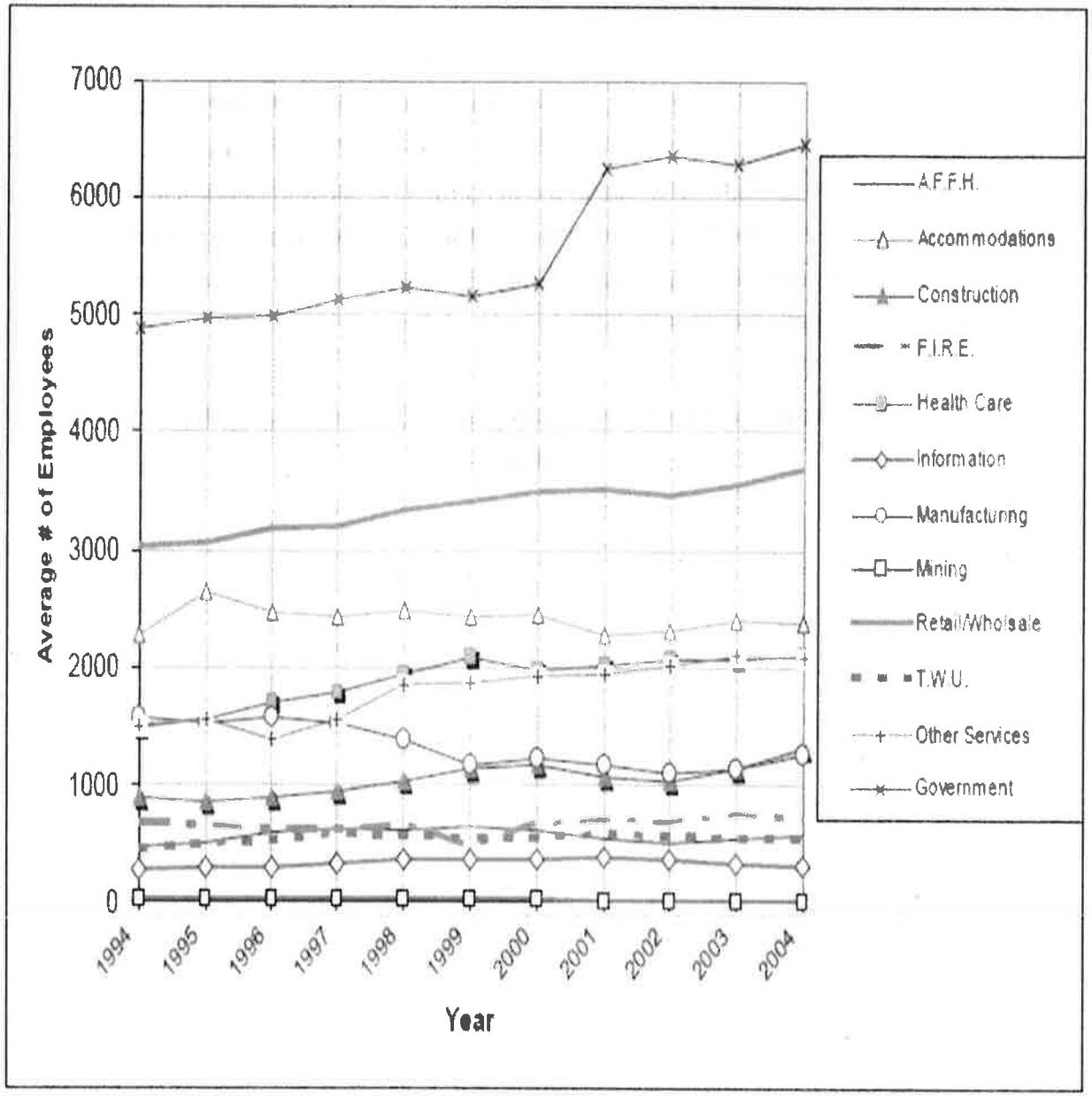


Figure 31.02.610(A) – Total Wages in Clallam County from 1994 through 2004.

The average number of employees increased steadily from 1994 through 2004, showing a similar pattern of approximately twenty-one (21) percent (1.9 percent annualized rate) overall employee increase from 1994 through 2004 as shown in Figure 31.02.610(B). Government had significantly higher total number of employees than any of the other business categories with retail and wholesale trades second. The strongest growth in employees from 1994 through 2004 occurred within construction (forty-seven (47) percent, 3.9 percent), health/social services (forty-one (41) percent, 3.5 percent), services (excluding health/social services) (forty (40)

percent, 3.4 percent), and government (thirty-three (33) percent, 2.9 percent). Increases in growth also occurred in agriculture/forestry/fishing (twenty-three (23) percent, 2.1 percent), retail/wholesale (twenty-two (22) percent, 2.0 percent), transportation/warehousing/utilities (twenty-one (21) percent, 2.0 percent), information (9.3 percent, 0.9 percent), F.I.R.E. (finance, insurance, and real estate) (eight (8) percent, 0.8 percent), and accommodation and leisure industries (4.6 percent, 0.5 percent). During this timeframe, the number of employees for the mining industry significantly declined (negative fifty-four (-54) percent, -7.6 percent), as well as for manufacturing (negative twenty-one (-21) percent, -2.3 percent).

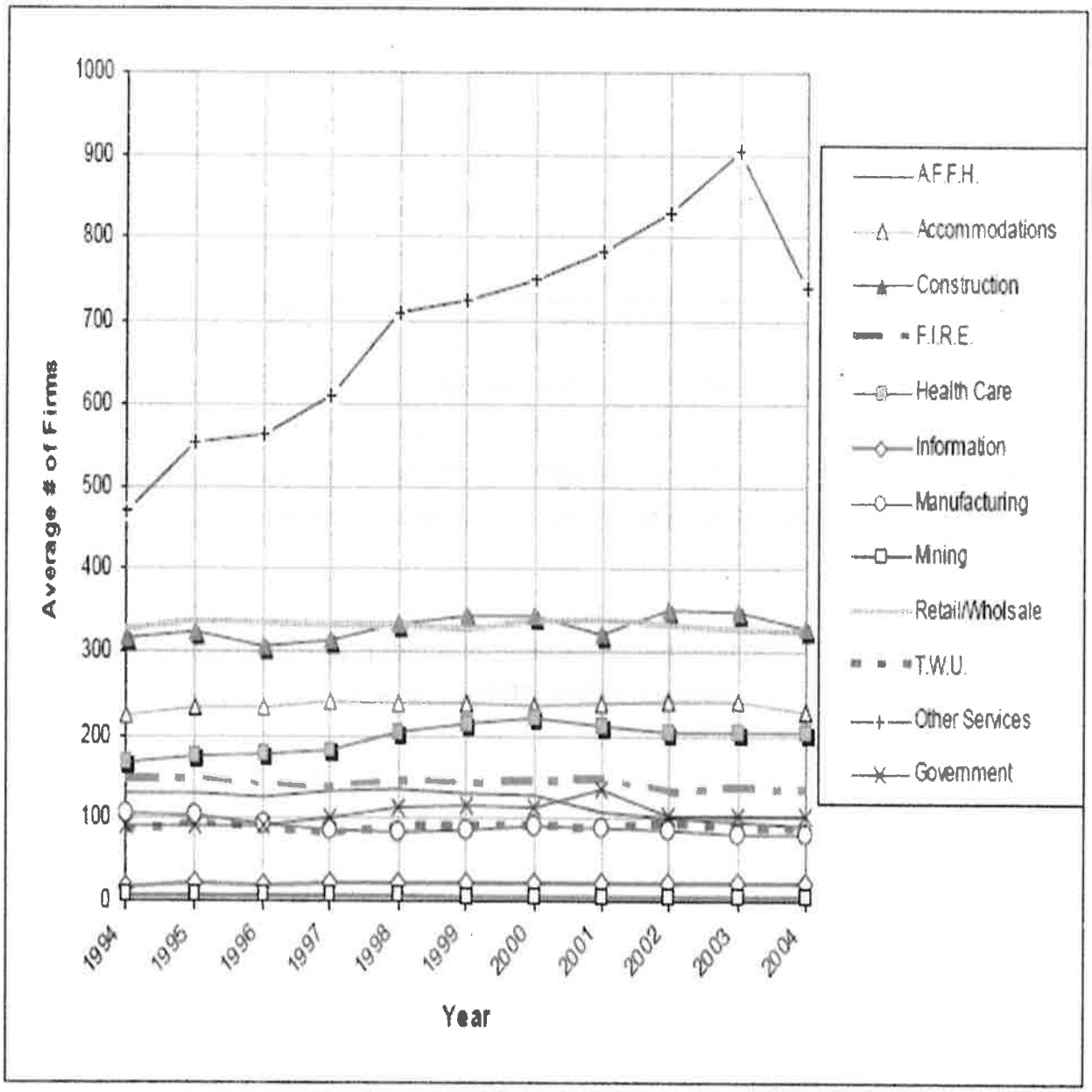
Figure 31.02.610(B). Average Number of Employees in Clallam County from 1994 through 2004.



The average number of firms in the County has generally increased from 1994 through 2004 with a dip in 1997 and decline from 2003 to 2004 as shown in Figure 31.02.610(C). The general increase is mostly a reflection of the strong growth in the number of firms in the services sector, an approximate increase of thirty-seven (37) percent (4.6 percent annualized rate). Increases from 1994 through 2004 occurred for health care and social assistance (seventeen (17) percent, 1.9 percent), information (fourteen (14) percent, 1.6 percent), government (eleven (11) percent, 1.2 percent), construction (four (4) percent, 0.4 percent), transportation/warehousing/utilities (two (2) percent, 0.2 percent), and accommodations and leisure (two (2) percent, 0.2 percent). The number of businesses decreased for mining (negative

one hundred (-100) percent, -6.7 percent), agriculture/forestry/fishing (negative forty-four (-44) percent, -3.6 percent), F.I.R.E. (negative nine (-9) percent, -0.8 percent), and retail/wholesale (negative one percent, -.1 percent).

Figure 31.02.610(C). Average Number of Firms in Clallam County from 1994 through 2004.



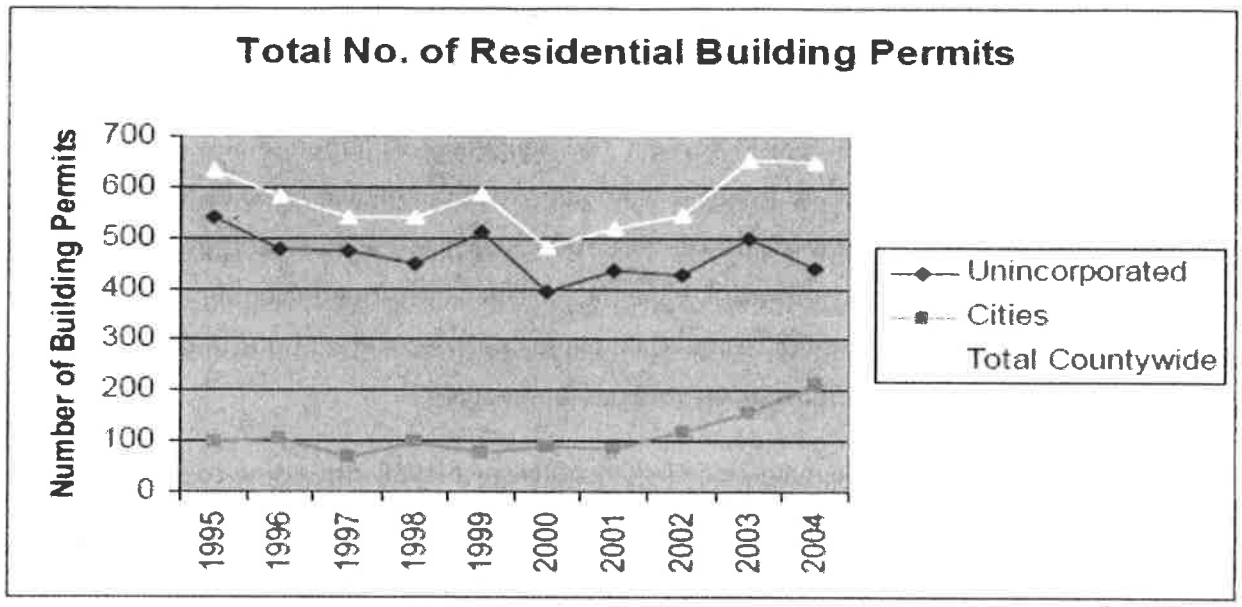
(5) *Sales Trends.* Sales in Clallam County have generally grown throughout the last decade, from a total of approximately $549 million in 1995 to $896 million in 2004. The largest sales

increase occurred in 2004, with an approximately seventeen (17) percent gain compared with 2003.

According to the Washington State Department of Revenue, manufacturing showed the strongest sales gains, increasing approximately eighty (80) percent (sixteen (16) percent annualized rate) between 1998 and 2002. Sales in wholesale trades, however, decreased by approximately nineteen (19) percent (negative five (-5) percent annualized rate) over the same timeframe.

(6) *Housing.* The amount of construction activity is an indicator of economic growth in the County. Construction of homes represents the greatest percentage of construction activity within Clallam County. Figure 31.02.610(D) shows the amount of residential building activity based on the number of building permits for new homes requested from 1995 through 2004 in unincorporated Clallam County; the cities of Forks, Port Angeles, and Sequim; and the total for Clallam County. The total valuation of building permits for these new homes is shown in Figure 31.02.610(E). The dollar valuations for new residential buildings for 1995 through 2004 have been converted to 2004 dollars for easier comparison of data from different years. (Valuation of new modular/manufactured homes was included for the cities and unincorporated County, except for the city of Forks because Forks does not require cost valuations on permits for new modular/manufactured homes.)

Figure 31.02.610(D). Total Number of Residential Building Permit Requests from 1995 through 2004 in Clallam County.



The number of total building permits in the County decreased from 1995, reached a relative maximum in 1999, decreased sharply by 2000, and has generally increased since 2000. The unincorporated area had its largest number of building permits in 1995 when there were 539 permits requested. From 1996 through 2004 the number of permits requested has remained in the range of 396 to 511 building permits. There has been a fairly steady increase in new residential housing permits in the cities since 1999, reaching a high of 208 building permits in 2004. In 1995 the building permits for the cities were about fifteen (15) percent of the total; by 2004, building permits for the cities were about thirty-two (32) percent of the total building permits for the County.

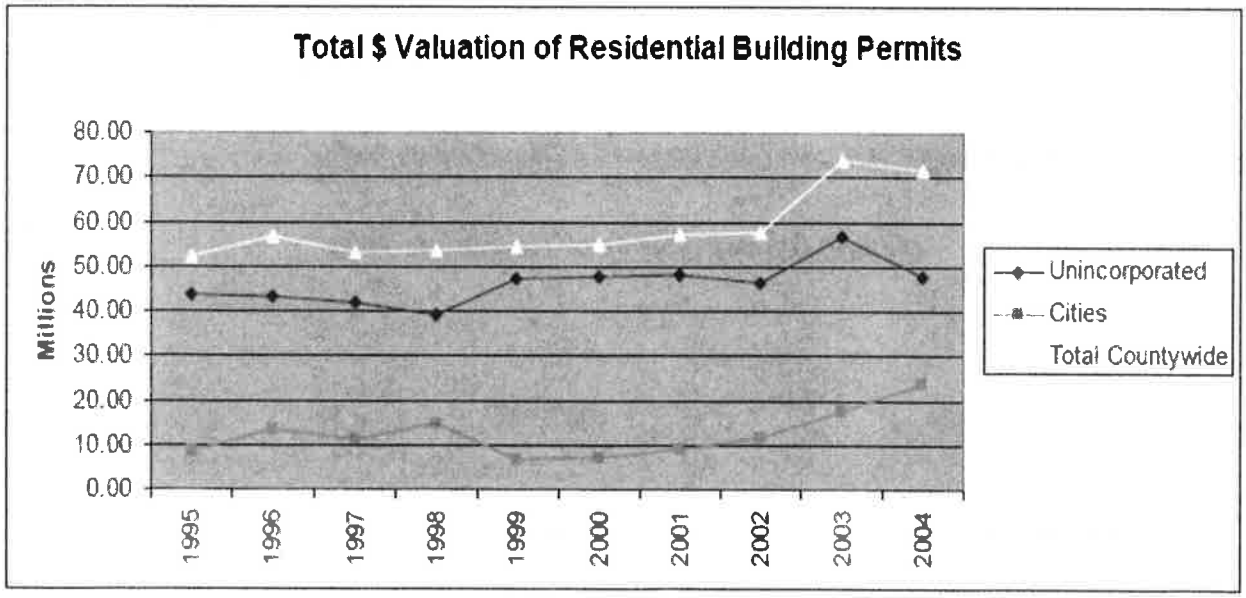


Table 31.02.610(E). Total Dollar Valuation of Residential Building Permits from 1995 through 2004 in Clallam County.

Overall, the County has had a steady increase in the total dollar valuation of new residences in the County since 1997 with a sharp increase from 2002 to 2003 followed by a decrease in 2004. The total dollar valuation for new residences in the cities has increased steadily from 1999 through 2004, with the majority of the increase for the cities occurring in Sequim. The cities' share of the total dollar valuation of residential building permits in the County increased from sixteen (16) percent in 1995 to thirty-three (33) percent in 2004.

Housing costs in Clallam County have risen significantly since 1998. The rising cost of new and used homes and land has become of concern for many industry sectors such as construction trades, due to a limited workforce able to afford housing within the County.

Average Clallam County Single-Family Dwelling prices (County Average):

	1998	**2004**
New	$148,758	$244,786 (64 percent increase, 8.7 percent annualized)
Used	$128,140	$188,834 (47 percent increase, 6.7 percent annualized)

Source: Digest of Real Estate and Loan Transactions – Clallam County Profile.

Median Home Prices as of 1st quarter 2005:

Clallam County	$172,100
Washington State	$238,900

Source: Washington Center for Real Estate Research/Washington State University.

(7) *Supporting Factors.*

(a) *Land Use Issues.* Figure 31.02.610(F) shows the location of Clallam County economic development nodes where commercial, industrial and/or mixed use (C/I) zoning are supported by the land use elements of Clallam County and the cities of Forks, Port Angeles, and Sequim comprehensive plans. In 2004, Clallam County conducted a study of C/I zoned land availability within the County's six (6) urban growth areas (UGA) and rural commercial nodes. To account for regional differences, land availability was analyzed based on the County's four (4) Comprehensive Plan Planning Regions: Sequim-Dungeness, Port Angeles, Straits, and Western Planning Regions. Figure 31.02.610(F) shows the location of Planning Regions, UGA, and rural commercial nodes.

The results of the 2004 Clallam County Commercial and Industrial Land Availability study included land use and land availability statistics and maps generated for each UGA and Rural Commercial node represented on Figure 31.02.610(F). In summary, the 2004 study found that there were approximately 8,290 acres of C/I zoned lands in Clallam County. Of that total, approximately 2,832 acres were determined to be vacant and another 753 acres were developed but identified as having a high redevelopment potential. Seventy-three (73) percent of vacant lands were privately owned, with twenty-seven (27) percent publicly owned. Table 31.02.610(B) and Figures 31.02.610(G) and 31.02.610(H) include current information as of 2025 since the 2004 Land Availability study and summarize land use characteristics of C/I zoned areas for the County's six (6) unincorporated urban growth areas and sixteen (16) rural commercial nodes identified on Figure 31.02.610(F).

Rural commercial zones shown on Figure 31.02.610(F) that are not denoted by a node number were ~~not~~ analyzed for land availability.; however, ~~T~~these rural commercial nodes are isolated and generally developed. In most cases, they are under single ownership.

Table 31.02.610(B). Commercial/Industrial Zone Land Use in Clallam County

Planning Region	Developed Private (acres)	Vacant-Private (acres)	~~Vacant-~~ Public (acres)	Totals (acres)
Sequim Region	~~837~~388	~~702~~190	~~76~~119	~~1614~~697
Sequim UGA	~~41~~637	~~34461~~[1]	~~46~~0	~~80~~698
Carlsborg UGA	~~150~~166	~~58~~47	~~<1~~46	~~208~~259
Rural Commercial	~~271~~185	~~300~~82	~~30~~73	~~600~~340
Port Angeles Region	~~1676~~473	~~480~~182	~~438~~59	~~2594~~714
Port Angeles UGA	~~1412~~315	~~348~~139	~~43026~~[2]	~~2190~~480
Rural Commercial	~~264~~158	~~132~~43	~~8~~33	~~404~~234
Straits Region	~~430~~363	~~290~~475	~~67~~221	~~787~~1059
Joyce UGA	~~155~~177	~~70~~80	~~3~~10	~~228~~267
Clallam Bay/Sekiu UGA	~~274~~106	~~220~~387	~~64~~194	~~558~~687
Rural Commercial	~~N/A~~80[3]	8	17	105
Western Region	~~1469~~415	~~1361~~722	~~465~~832	~~3295~~1969
Forks UGA	~~627~~104	~~794~~192	~~27~~5	~~1448~~301
Rural Commercial	~~842~~311	~~567~~530	~~438827~~[14]	~~1848~~1668

Planning Region	Developed Private (acres)	Vacant-Private (acres)	~~Vacant-~~ Public (acres)	Totals (acres)
TOTALS	~~441~~21639	~~283~~21569	~~1046~~1231	~~829~~04439

~~[1] Vacant C/I zoned lands within the Sequim UGA include city-approved commercial developments covering ninety-seven (97) acres with more than 540,000 square feet of commercial space planned.~~

~~[2] Vacant land includes 260 acres of Port-owned land around William Fairchild International Airport.~~

~~[3] Not applicable. No rural lands were analyzed in Straits Planning Region.~~

[14] Vacant land includes city of Forks owned land surrounding Quillayute Airport.

Source: Clallam County Geographic Information System~~Department of Community Development~~, 202504.

Figure 31.02.610(F). Clallam County Planning Regions, Urban Growth Areas, and Rural Nodes.

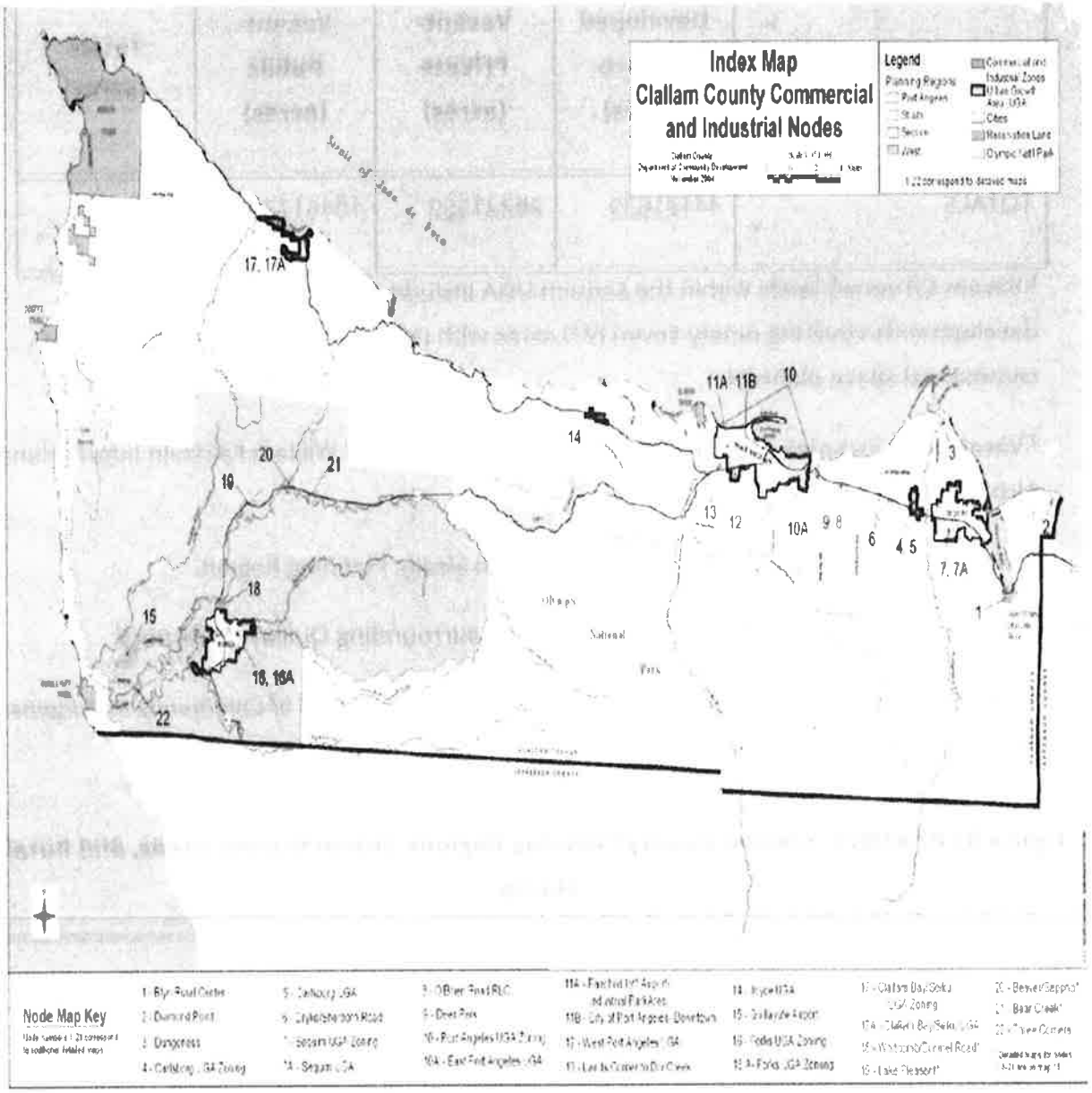
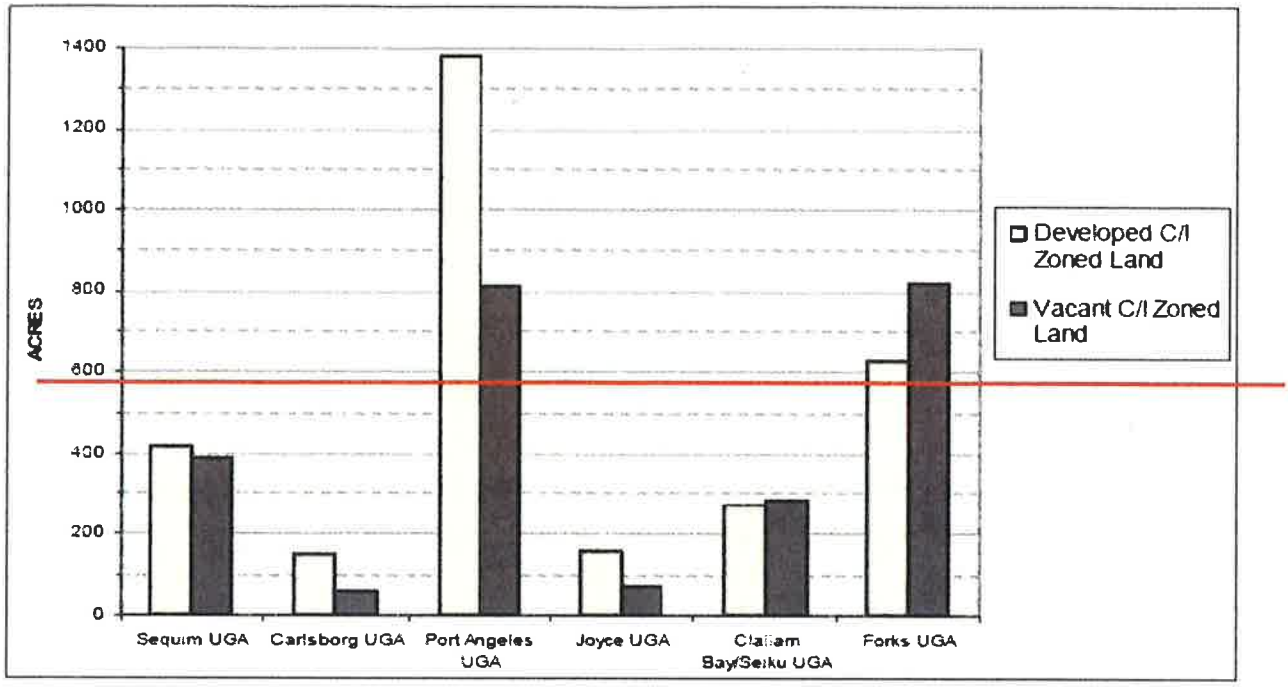
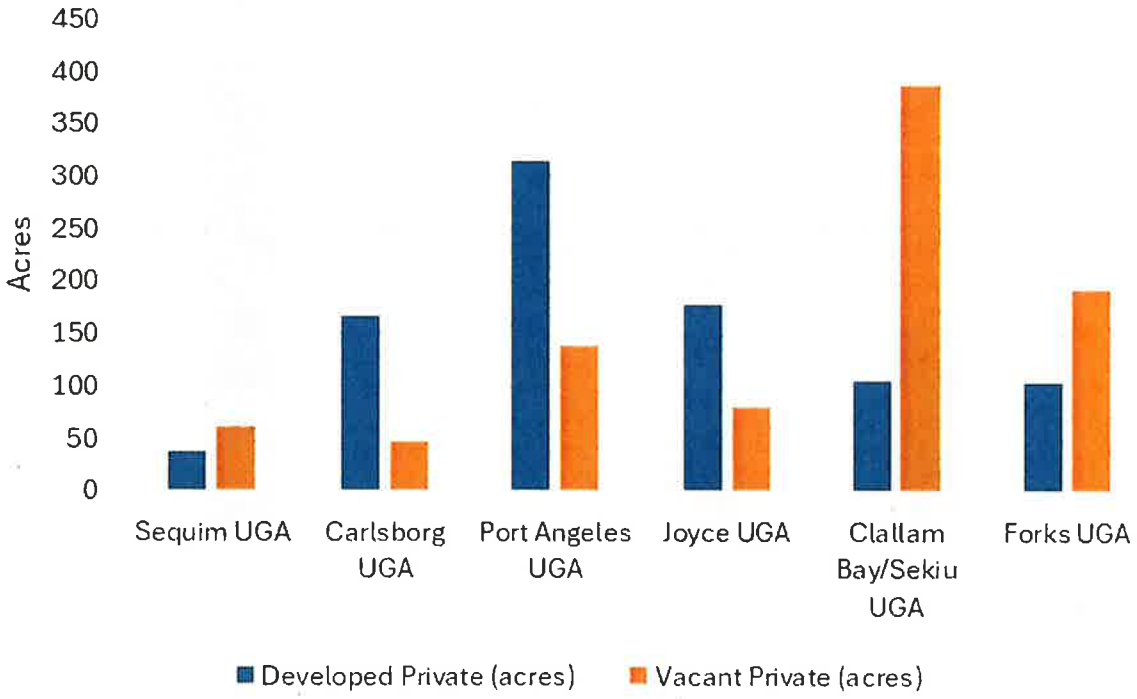


Figure 31.02.610(G). Acres of Vacant and Developed Commercial and Industrial Land within Clallam County Unincorporated UGAs


1400
1200
1000
800
600
400
200
0
ACRES
Sequim UGA
Carlsborg UGA
Port Angeles UGA
Joyce UGA
Clallam Bay/Sekiu UGA
Forks UGA
Developed C/I Zoned Land
Vacant C/I Zoned Land


450
400
350
300
250
200
150
100
50
0
Acres
Sequim UGA
Carlsborg UGA
Port Angeles UGA
Joyce UGA
Clallam Bay/Sekiu UGA
Forks UGA
Developed Private (acres)
Vacant Private (acres)

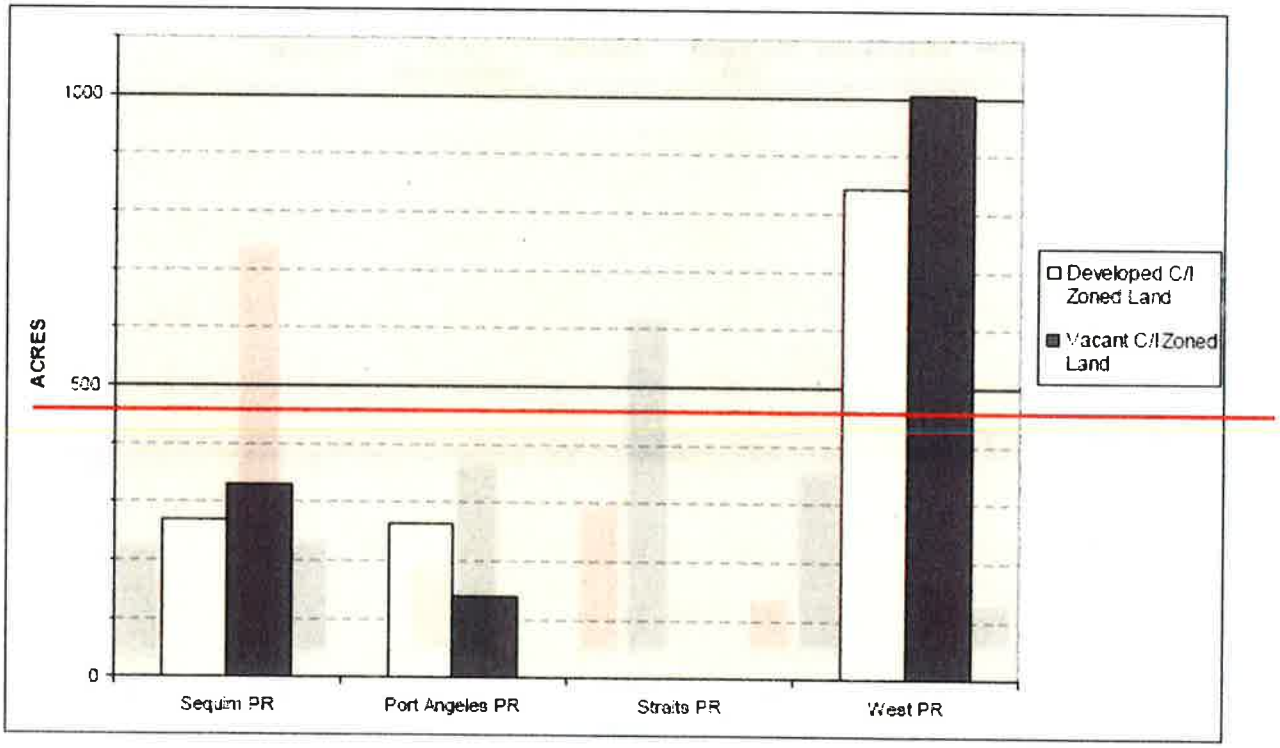
~~Notes:~~

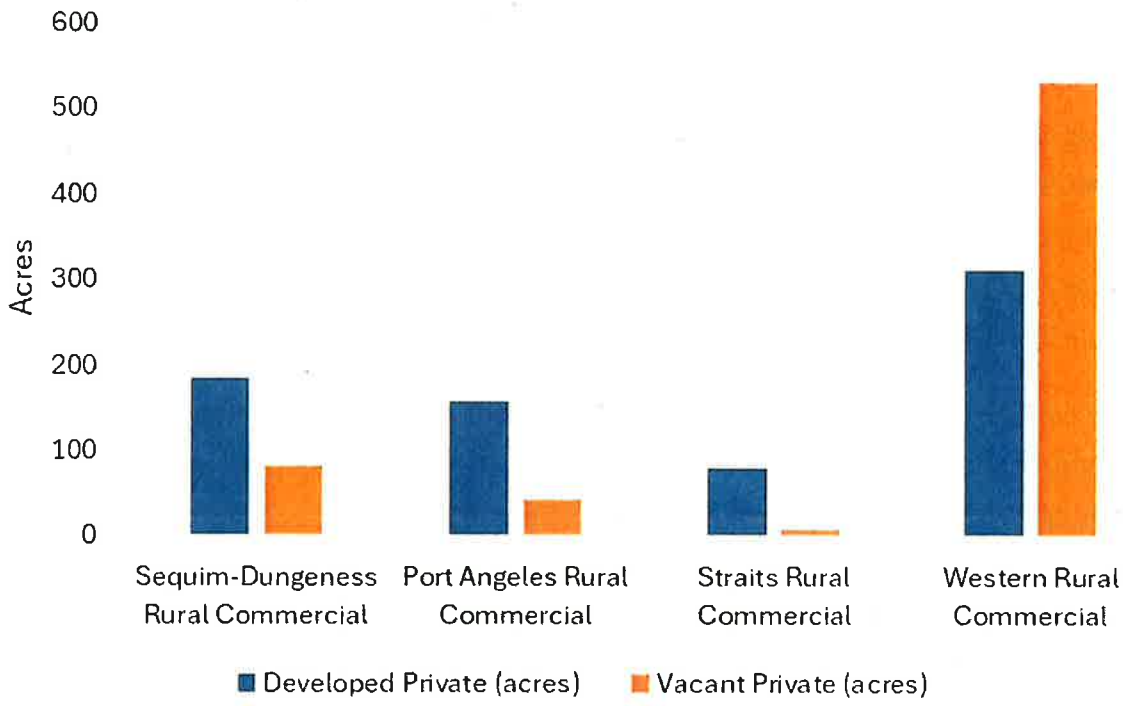
~~1. Vacant C/I zoned lands within the Sequim UGA include city-approved commercial developments covering ninety-seven (97) acres with more than 540,000 square feet of commercial development.~~

~~2. Vacant land includes 260 acres of Port-owned land around William Fairchild International Airport.~~

Source: Clallam County Geographic Information System, 2025~~Department of Community Development, 2004~~.

Figure 31.02.610(H). Acres of Vacant and Developed Commercial and Industrial Land within Rural Nodes by Planning Region in Clallam County





Source: Clallam County Geographic Information System, 2025~~Department of Community Development, 2004~~.

(b) *Transportation Issues.* The remaining two (2) lane portions of US 101 between Port Angeles and Sequim (and east, to the Hood Canal Bridge) have been identified as issues, due to safety concerns and efficiency of transporting products in and out of the area. Since there is no rail transport available in Clallam County, this issue is of particular concern to industries and businesses in the area.

Clallam County has had a fixed-route public transportation system, Clallam Transit, since October 1980. In 2004, the Clallam Transit System tallied 897,110 total passengers with an average monthly ridership of 62,449, covering a service area of 1,753 square miles with thirteen (13) routes. The Clallam County public transportation system increases the mobility of our ~~citizens~~ residents regardless of age or abilities, which supports economic development.

There are a total of five (5) general aviation airports in Clallam County (Forks, Quillayute, Fairchild, Sekiu, and Sequim Valley). Airport services at these facilities include passenger and freight transportation, flight instruction, and other related commercial services. Protection of these facilities from incompatible uses is mandated by the Growth

Management Act, and is an important element in continued economic growth throughout the County.

To enhance the transportation network in Clallam County, it is recognized that barge transportation with its accompanying upland support facilities needs to be explored. There is limited cargo handling capabilities due to a lack of infrastructure and upland storage areas at marine terminals and the age of infrastructure. Adequate infrastructure should be ensured for the existing ferry services and be explored to support cruise ship operations.

(8) *Economic Development Strategy.* The Clallam ~~netWorks~~ Economic Development Council (EDC) is a nonprofit organization created to enhance and stabilize the economic environment. The EDC is supported in-part, by County tax dollars. Since 2000, the EDC has promoted an "industry cluster" approach to economic development, encouraging collaboration between similar businesses by facilitating the formation of "cluster teams" to identify and find solutions to industry needs. Industry cluster teams are composed of representatives from the same or similar industries for the purpose of identifying and discussing workforce and industry issues as well as initiating projects that positively impact economic development.

As of 2005, the following industry cluster teams have been organized and actively participate in the program: Agriculture, Building Trades, Education/Training Centers of Excellence, Finance ("Olympic Peninsula Finance Advisory Network" (OPFAN)), Forest Resources, Health Services ("Transforming Healthcare in Clallam County" (THCC)), Information Technology, Marine Services, and Tourism (Tourism Strategic Planning Team).

(a) *Agriculture.* The Agriculture Industry Cluster Team consists of local agricultural producers of produce, seed, livestock, fiber, lavender and cheese products, in addition to the WSU Extension, conservation organizations such as "Friends of the Fields," education representatives, and ~~private citizens~~members of the public. Interest has more recently broadened to include nonagricultural food enterprises such as seafood and artisan bread. The Agriculture Industry Cluster Team seeks to further the development of agriculture industry through the preservation of farmland and the establishment of essential infrastructure for community-based processing and direct marketing of locally produced agricultural goods.

(i) Industry strengths/opportunities:

(1) Productive soils and climate, combined with extensive irrigation infrastructure and a strong existing knowledge base among existing farmers;

(2) Growing and profitable market for value added products including lavender provides agri-tourism opportunities for small farms;

(3) Close proximity to Puget Sound wholesale food markets relative to California (two (2) days closer).

(ii) Industry weaknesses/threats:

(1) Limited agricultural land base, with rising pressure to convert to nonagricultural uses;

(2) Lack of available agricultural supply and processing infrastructure; difficult for start-up farms to compete, due to low production capacity and underdeveloped local markets;

(3) Competition for limited water resources.

(b) *Building Trades.* The Building Trades Cluster Team is a formation of the North Peninsula Builders Association, the realtors associations, and interested ~~citizens~~members of the public. Cluster members include contractors, tradesman, vendors, developers, sales people, as well as residential and commercial lenders. The Building Trades Cluster is committed to providing a wide variety of product at the least possible cost.

(i) Industry strengths/opportunities:

(1) Growing demand for building trades services, especially with Clallam County's national reputation as a retirement area;

(2) Diverse local base of small, independent businesses and skilled craftsmen and artisans.

(ii) Industry weaknesses/threats:

(1) Accurate data on economic contribution of sole proprietors in the industry;

(2) Shortage of skilled labor in the present population forces out-of-area contracting and job recruitment;

(3) • Rising costs of land and housing are a barrier to market entry and affordable workforce housing;

(4) • Lack of affordable medical health care/insurance results in large number of uninsured workers.

(c) *Education.* The "Education/Training Centers of Excellence" cluster team is made up of workforce professionals and educators from local school districts, the Skills Center, Peninsula College, four (4) year universities, Olympic Park Institute, the Employment Security Department/WorkSource, the Port of Port Angeles, Northwest Services Council, and private business owners that provide training. The members work together to improve economic conditions on the North Olympic Peninsula by developing business opportunities through increasing access to high quality education and training.

(i) Industry strengths/opportunities:

(1) • Diverse local base of potential educators in fields such as information technologies, environmental sciences, law enforcement, aerospace, marine trades, manufacturing, and education;

(2) • Support from the local community, I-5 corridor entities and other rural colleges;

(3) • Existing training facilities, technological infrastructure (fiber-optic capacity), and industry infrastructure.

(ii) Industry weaknesses/threats:

(1) • Limited training funds (e.g., educational industries, businesses, federal training development grants);

(2) • Lack of community awareness regarding training needs;

(3) • Geographic and economic isolation from I-5 corridor and associated "mainstream" resources.

(d) *Finance.* The Olympic Peninsula Finance Advisory Network (OPFAN) cluster team consists of representatives from local financial institutions, government representatives (Clallam County, Port of Port Angeles, USDA), educational representatives and financial

consultants. OPFAN will assist new and existing businesses in locating sources of capital to start-up, enhance, and assure economic growth on the Olympic Peninsula. The intent of OPFAN is to provide financial consulting, education, and counseling and to act as a centralized resource group for possible sources of business financing.

(i) Industry strengths/opportunities:

(1) • High level of cooperation and collaboration within OPFAN and with other entities such as the Clallam Business Incubator;

(2) • Multiple local lending resources;

(3) • Growing market for expansion within the institutional banking community.

(ii) Industry weaknesses/threats:

(1) • Lack of private banking support for economic development activities;

(2) • Limited OPFAN involvement by local banking institutions.

(e) *Forest Resources.* The Forest Resources Cluster Team is made up of representatives from logging and trucking companies, local wood products manufacturing industries, government representatives (USDA, DNR, Clallam County, city of Forks, etc.), timber companies, and private ~~citizens~~members of the public. The Forest Resources Cluster Team seeks to identify opportunities to enhance the economic value of forest products business on the North Olympic Peninsula.

(i) Industry strengths/opportunities:

(1) • Vast timber resources and wood product manufacturing facilities exist and continue to develop within the County;

(2) • Community is generally supportive (especially in the west part of the County) of timber resource management and associated industry;

(3) • Education, research institutions, and training centers exist within the County to support the need for trained and skilled forest resource workers;

(4) • Wood biomass offers the opportunity for energy production.

(ii) Industry weaknesses/threats:

(1) Transportation disadvantage relative to many Puget Sound area mills;

(2) Market fluctuations and cyclical nature of industry reduces profitability and investment interest;

(3) Increasing environmental issues and associated regulations result in prolonged planning process for harvest management by government agencies, expensive mitigation requirements, and reduced predictability for future harvest prospects;

(4) Substitute products for structural wood components (steel, concrete, etc.).

(f) *Health Services.* The Health Services Cluster Team ("Transforming Healthcare in Clallam County" (THCC)) is composed of a wide variety of representatives from local public and private medical facilities, tribal clinics, County and city representatives, ~~citizen groups~~members of the public, and other community representatives. The Health Services Cluster Team seeks to improve the quality, connectivity and financing of health care in Clallam County through the implementation of sustainable community focused programs that enhance existing healthcare efforts and encourage the seamlessness of delivery of care.

(i) Industry strengths/opportunities:

(1) Strong support for healthcare improvement from the local community, healthcare institutions, government agencies, and elected representatives;

(2) Partnerships exist and are expanding between local and national organizations, in addition to Medicare, Medicaid, and Tricare;

(3) Coordination efforts provide opportunity to transform healthcare access and delivery on a County-wide level.

(ii) Industry weaknesses/threats:

(1) Limited funding to accomplish THCC objectives;

(2) Deterioration of Medicare/Medicaid reimbursement rates;

(3) Distance to specialized equipment and health services in the I-5 corridor.

(g) *Information Technology.* The Information Technology Cluster Team consists of technology business owners, managers, and other members of the community interested in promoting a healthy technology business environment in Clallam County.

(i) Industry strengths/opportunities:

(1) Continuous and redundant fiber-optic loop has allowed for global connectivity three (3) times faster than comparable rural areas, making Clallam County an attractive location for IT-based or reliant industries;

(2) Growing demand for IT services by all business, government, and health-care sectors;

(3) Low overhead required to operate in Clallam County, relative to metropolitan areas;

(4) Conducive environment for conducting international business.

(ii) Industry weaknesses/threats:

(1) Competition from foreign low-wage workforce, and other jurisdictions attempting to brand as technology centers;

(2) Lack of stable, predictable and inexpensive transportation system;

(3) Lack of a clear, community-wide vision to become a technology center.

(h) *Marine Services.* The Marine Services Industry Cluster team consists of representatives from local marine transportation industries, government agencies (Port of Port Angeles, city of Port Angeles, USCG, Employment Security Dept.), Peninsula College, aquaculture industry, tribes, topside marine repair and fabrication businesses, and others. The Marine Services Cluster Team values cooperation among marine resource companies and with all marine organizations, while working together toward a common goal of a sustainable, thriving use of natural harbors, the Straits of Juan de Fuca and the rest of Clallam County's marine resources.

(i) Industry strengths/opportunities:

(1) • Vast marine resources, including the Strait of Juan de Fuca, Pacific Ocean, the longest County shoreline in the State, natural deep-water harbor, fish and shellfish resources;

(2) • Expanding waterfront-based marine industries, including a growing yacht construction business, topside repair, launch services, marine fabrication, automobile and pedestrian transportation service, and growing marine tourism market;

(3) • Existing marine infrastructure, including four deep-water marine terminals, log storage areas, protected marinas, U.S. Coast Guard base, existing successful aquaculture (Atlantic salmon) facility.

(ii) Industry weaknesses/threats:

(1) • Extensive natural and cultural resources along shoreline areas limit new infrastructure development potential;

(2) • Geographic isolation and lack of rail connection between Port facilities and I-5 corridor;

(3) • Limited cargo handling capabilities, due to a lack of infrastructure and upland storage area at marine terminals and age of infrastructure.

(i) *Tourism.* The Tourism Cluster Team is made up of representatives from the County, cities, Port Angeles and Sequim-Dungeness Valley Chambers of Commerce, the Port Angeles Downtown Association, resort operators, private marketing and communications firms, local tour-guide businesses, local wineries, marine transportation companies, and others. The Tourism Cluster Team is committed to enhancing the economic well-being of the North Olympic Peninsula by using the region's resources to attract guests to the area, and to show the economic strength of the industry and the impact tourism has on other areas of the economy.

(i) Industry strengths/opportunities:

(1) • Marketing coordination with surrounding jurisdictions, municipalities, and within industry;

(2) • Tremendous recreational opportunities exist within Clallam County including: Olympic National Park (ONP); County and State parks; National and State forestland; Strait of Juan de Fuca (fishing, shellfishing, boating, kayaking, sightseeing, transportation to British Columbia and the San Juan Islands); Native American communities; Olympic Discovery Trail; competitive biking, year-round touring and mountain biking, and commercial bike, walk and run events; and miles of shoreline, rivers, lakes, wildlife viewing and hunting;

(3) • Festivals and events such as the Sequim Lavender Festival, Dungeness Crab and Seafood Festival, Sequim Irrigation Festival, Jazz in the Olympics, Juan de Fuca Festival, Salmon Derby, the North Olympic Discovery Marathon, etc. For example, the Lavender Festival attracts more than 25,000 people and continues to increase in attendance each year;

(4) • Tribal tourism projects provide a unique opportunity for tourism industry enhancement;

(5) • Proximity to Victoria, BC, provides unique opportunity for joint marketing and coordination.

(ii) Industry weaknesses/threats:

(1) • Limited lodging and organized recreational activities;

(2) • Lack of consistent regional branding.

31.02.620 Economic development goals and policies.

(1) *Goal 1.* Provide for sustainable economic growth, diversity and vitality throughout the County while maintaining a high quality of life and a healthy environment.

(a) *Policy 1.* Make continuous, concerted efforts to retain industries and develop incentives ~~to~~that facilitate expansion of our existing industrial and business base.

(b) *Policy 2.* Pursue strategies to attract businesses and emerging industries with high-growth potential paying wages meeting or exceeding industry wage premiums, ~~which~~

~~diversify the economic base, exceed the County average annual wage,~~ provide health care benefits, and offer employees upward career mobility.

(c) *Policy 3.* Support public-private business partnerships involving the Economic Development Council, cities, Port of Port Angeles, chambers of commerce, tribes, special districts (such as PUD 1) and business interests to provide tailored business assistance, planning, financial management aid, grant assistance, ~~planning, financial management aid, grant assistance and~~ business mentoring and workforce development.

(d) *Policy 4.* Continuously develop and maintain updated land use plans and regulations that prioritize high-impact economic sectors,~~which~~ encouraginge business location and retention in key employment zones,~~appropriately designated areas including~~ urban growth areas, rural centers and villages, existing LAMIRDs, rural commercial areas and other planned business and industrial locations.

(e) *Policy 5.* Encourage growth of home-based businesses in rural areas, provided they are compatible with the character of the surrounding area ~~and do not result in nonresidential clusters or strips~~.

(f) *Policy 6.* Establish standards for home-based businesses and farm sales~~,~~ to streamline regulatory approval,~~which~~ addressing impacts related, but not limited to air and water quality, aesthetics, noise, lighting and traffic~~, in order to assure compatibility with neighboring properties~~.

(g) *Policy 7.* Support bed and breakfast inns associated with a single-family owner-occupied dwelling and encourage their role in bolstering tourism revenue. Provide design and operational guidelines covering number of rooms, appearance, signage, parking, length of stay, and source of potable water and sewage disposal.

(h) *Policy 8.* Advocate solutions to local industry issues such as workforce shortages, raw material supply challenges, and regulatory barriers in order to expand employment opportunities and revenue generation.

(i) *Policy 9.* Encourage County representation in programs such as Clallam netWorks Education/Training Centers of Excellence and the Job Fair Development Team to close skill gaps in priority industries.

(j) *Policy 10.* Sector-specific policies and strategies to promote economic vitality and diversity:

(i) Forestry, agriculture and mineral resources: Forest resources industry is an economically and historically significant industry in which Clallam County has unique qualities and competitive advantages; in order to provide a cost-effective supply of materials to local mineral resource-based businesses and to assure adequate reserves for future generations;

(1) Encourage growth of aquaculture and shellfish industries, consistent with regional comprehensive plans, and within the limits of applicable local, state and federal regulations;

(2) ~~•~~ Develop incentives and provide funding mechanisms~~options~~, for the conservation of the County's forest, agricultural and mineral resource land base;

~~• Work to promote a strong, economically viable and ecologically responsible agricultural economy;~~

(3) ~~•~~ Amend zoning standards to allow for small-scale, on-farm enterprises in rural areas, subject to standards addressing public health, safe vehicular access, available parking, rural character, and impacts to properties in the vicinity;

(4) ~~•~~ Support and fund efforts to educate and communicate to the public, the economic value of natural resource-based industries including positive fiscal and social impacts, jobs, health benefits and food security;

(5) Develop partnerships with local and state agencies to secure reliable sources of wood fiber.

(6) Promote international marketing campaigns to boost exports.

(7) Address transportation limitations through infrastructure improvements.

(8) ~~•~~ Support~~, and~~ facilitate, and fund efforts to ~~the~~ expand~~sion of~~ existing wood processing capacity;

- Recognize and endorse the forest resources industry as an economically significant industry in which Clallam County has unique qualities and competitive advantages;

(9) - Ensure that adequateAnalyze land capacity to ensure that industrially-zoned land exists within the County to support accounts for anticipated expansion of forest-related processing and manufacturing of raw materials and food products that are locally grown, harvested, or extracted;

(10) - Identify, designate, and protect mineral resource lands in the County, in order to provide a cost-effective supply of materials to local mineral resource-based businesses and to assure adequate reserves for future generations accordance with the County's mineral resource land designation methodology in 31.02.180 of the County Code;

(11) - Work with the Washington State Department of Natural Resources (DNR) to increase Forest Board Trust Land payments generated from timber harvest activities.

(ii) Marine services: The marine services industry is an economically significant industry in which Clallam County is both well suited to participate in and benefit economically from. In addition to the County's unrivaled coastline, and related port opportunities, Port Angeles Harbor boasts one of the best natural deepwater ports on the west coast, offering significant opportunities for trade and transport of natural materials and finished products.

(1) - Recognize and eEndorse marine services as an economically significant industry in which Clallam County has unique qualities and competitive advantages workforce training and recruitment efforts to ensure long-term industry sustainability;

(2) - Support and provide funding, if needed, for the development and maintenance of essential marine infrastructure within the County, including marinas, industry piers, boat ramps and recreational access facilities.

(3) Continue to enhance and protect the local marine environment by continuing to support the Clallam County Marine Resources Committee.

(4) Clallam County should coordinate industrial land base expansion (zoning) with the Peninsula College Maritime Program, to leverage growth in maritime transport/industry with industrial expansion.

(iii) Construction and building trades: The construction and building industry is recognized by the Clallam Economic Development Council as one of three identified business clusters providing prosperity-wage employment. Efforts to facilitate this industry also assists in efforts to meet housing targets;

(1) • Develop and maintain a skilled local workforce aligned with emerging construction technologies ~~from the local population~~ by promoting collaboration and shared resources~~, in order to meet employment demand~~;

(2) Implement training programs on county owned sites and colleges to fill labor shortages and to meet employee demand;

(3) ~~• Encourage representation of construction and building trades in County~~Coordinate with developers to streamline permitting and land use planning efforts;

(4) • Continue support of Clallam County Permit Advisory Board.

(iv) Tourism and recreation: Clallam County is a tourism and recreation destination on a world scale. The Olympic National Park alone had 3.72 million visitors in 2024. The expansive coastline, ample forested areas and key destination locations make the industry economically significant to the region;

(1) Standards should be considered for recreational uses in rural areas, including limited camping facilities along non-motorized trails such as the Olympic Discovery Trail, and commercial outdoor oriented activities:

(a) Standards for buffering and landscaping to ensure compatibility with surrounding rural land uses shall be accomplished.

(b) Standards for noise, traffic, light, and glare, and other nuisance characteristics.

(c) Such uses shall be located on a minimum parcel size of five acres.

(2) Support the three key strategic goals in the Olympic Peninsula Tourism Masterplan;

(a) Enhance targeted marketing efforts to increase awareness of spring, fall and winter travel seasons;

(b) Develop diversified year-round tourism products and visitor experiences to engage a wider variety of consumer lifestyles;

(c) Increase government, community and industry alignment around sustainable tourism development;

(3) The following policies were created to support the three key strategic goals in the Olympic Peninsula Tourism Master Plan;

(a) Expand job opportunities, attract, and empower local artists, performers, chefs, farmers, shop owners, brewers, and other entrepreneurs to thrive by integrating visitor-focused initiatives;

(b) Develop sustainable and vibrant year-round tourism opportunities for visitors with a strong focus on increasing visitor spending during the spring, fall, and winter months;

(c) Strengthen destination marketing efforts by enhancing branding and promotional messaging to effectively reach a broader range of visitors more effectively;

(d) Encourage repeat visitation by enhancing the quality and diversity of visitor experiences, with particular focus on off-season programming;

(e) • Prioritize cooperative planning between government, community and industry to coordinate infrastructure investments that support sustainable tourism growth;

~~• Promote the Olympic Peninsula Region as a destination site by comprehensive marketing and utilization of existing media outlets;~~

~~• Explore avenues of cooperation with area governments, real estate developers and others to develop tourism retirement and recreational communities;~~

~~• Support the tourism/hospitality cluster team, in order to establish a strategic regional tourism plan;~~

- ~~Support creation of a joint executive tourism task force with Victoria, BC, industry personnel to establish areas of common interest;~~

(f) - Support master planned resorts with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities;

~~(g)~~ - Support cultural, heritage and social activities emphasizing natural attractions, places and activities unique to our area;

(h) Collaborate with the Arts, Culture, Heritage and Science for Clallam County, Port Angeles Art Council, and Olympic Peninsula Art Association to organize seasonal exhibits, performances, and artisan-led workshops to attract visitors in the off season;

(i) Elevate agritourism options by increasing support for the culinary supply chain, expanding farm-to-table partnerships, and offering harvest season food festivals and culinary workshops that highlight Clallam County's local cuisine;

(j) Enhance winter and shoulder season adventure tourism by promoting birdwatching, storm watching, snow sports at Hurricane Ridge, etc.;

(k) Strengthen partnerships with the M.V. Coho. ferry to encourage year-round travel between Victoria, BC, and Port Angelas through targeted promotions and seasonal discounts for Canadian visitors;

(l) Continue to organize and promote "microevents" during shoulder months, such as the Cider and Fungi Festival, the Kindred Holiday Markey, winter wine tastings, and cultural celebrations, partnering with the Washington Festival & Events Association to nurture new and existing events;

~~- Promote the County as an international destination;~~

(m) Deliberately work with industry leaders to update zoning so established businesses can expand their offerings to deliver a more dynamic visitor experience year-round;

(n) Streamline business development support related to permitting, grants, and general business intelligence to support small business development specifically related to visitor economy;

(4) ~~- Encourage~~Support the development of a marketing task force, focused on brand identity, visitor experience enhancement and outreach by integrating

targeted marketing initiatives such as itineraries for interest-based travel groups, seasonal promotions, and cross-region collaborations ~~in order to establish area branding and packaging of local products and events~~;

(5) ~~•~~ Encourage the promotion of tourism and recreational opportunities in the~~Clallam~~ County through advertising, signage, brochures, and other informational materials strategically placed in regional visitor centers, transportation hubs and event venues~~that could be made available, or referenced at public facilities, rights-of-way and websites~~;

(6) ~~•~~ Support the tourism/hospitality cluster team~~,~~ in expanding data-driven strategies to improve regional marketing and attraction efforts, optimizing visitor engagement tools, and tracking tourism impact metrics~~order to establish a strategic regional tourism plan~~;

(7) Promote the County as an international destination by expanding international marketing efforts, strengthening cross-border tourism collaborations, and targeting niche and relevant travel segments that highlight the county's unique visitor experiences;

(8) ~~•~~ Develop and track tourism performance indicators, including tourism tax receipts, lodging occupancy rates, attendance at major events and attractions, and seasonal tourism fluctuations;~~Success of tourism and recreation policies and strategies should be evaluated based on tourism tax receipts, number of lodging night stays, attendance at selected events and attractions, or similar indicators.~~

(9) ~~•~~ Coordinate with state and federal agencies to support efforts to maintain healthy fish stocks, ensuring stable sport fishing seasons that benefit the tourism industry and sustain~~Support efforts to maintain healthy fish stocks, in order to provide stable sport fishing seasons for the tourism industry and economic needs of~~ rural communities such as Clallam Bay and Sekiu;

(10) ~~•~~ Encourage ~~–~~the Clallam County Trails Advisory Committee and Jefferson County to actively promote trail usage such as the Olympic Discovery Trail, events such as the North Olympic Discovery Marathon and commercial bicycle touring to the Olympic Peninsula as strategies to expand bike tourism and broader trail networks~~tourism boards and Jefferson County to actively~~

promote trail usage such as the Olympic Discovery Trail, events such as the North Olympic Discovery Marathon, commercial bicycle touring to the Olympic Peninsula, and Hurricane Ridge and the coastal camp sites as destinations for distance bicyclists;

(11) Work with the Clallam County Parks and Recreation Advisory Board and Clallam County Trails Advisory Committee to Eencourage development of private and public parks, campgrounds, rest areas, convention facilities, overnight facilities and recreational areas designed to accommodate multi-use activities such as biking, hiking, camping, horseback riding, etc.;

(12) Encourage public access to bodies of water used for recreation by improving accessibility tolocal residents and tourists through wayfinding signage, interactive maps and public information programs platforms to identify areas and features of interest;

(13) Collaborate with Olympic Peninsula stakeholders to align events and ensure continuity in visitor engagement from neighboring counties;

(14) Support the development of a Clallam County-specific comprehensive tourism plan that aligns with the goals and initiatives of the Olympic Peninsula Tourism Plan while capitalizing on the County's unique assetsprovides for cooperative planning between industry and government agencies to prioritize, coordinate and develop tourism throughout the County;

(V) Manufacturing and Maritime: The manufacturing and maritime cluster is also recognized by the Clallam Economic Development Council as one of three identified business clusters providing prosperity-wage employment. Efforts to facilitate this industry will have positive leveraging impacts to other business sectors;

(1) Focus on attracting aerospace products and part manufacturing and software publishers, given projected high growth rates;

(2) Improve access to industrial land for new and growing businesses;

(3) Address high material costs through subsidies or negotiated bulk purchase agreements;

(4) Promote investments in port-related transportation networks, including rail shipping routes;

(vi) Information and Technology:

(1) Encourage and promote the development of high-tech industries in Clallam County.

(2) Continue to support the extension and completion of broadband service throughout Clallam County.

(3) Encourage and promote industries and businesses that support high-tech industry needs.

(vii) Other sectors:

(1) • Support Clallam netWorks (EDC) efforts to recruit and promote the organization of additional industry cluster teams not yet identified in this document.

Progress in achieving sustainable economic growth, diversity, and vitality will be measured by increases in overall employment rate, labor force as a percentage of population, average covered wage rates, new business startups, decreases in Medicare/Medicaid reimbursements at Olympic Medical Center, or similar indices reviewed on an annual basis.

(2) *Goal 2.* ~~Work to p~~Provide the necessary infrastructure and funding ~~necessary~~ to support planned economic development in advance of ~~needdemand~~, ensuring~~in order to accommodate and attract~~ industrial and commercial operations ~~in appropriate areas of~~can expand efficiently in the County. Prioritize infrastructure investments that directly support prosperous, export-driven industries.

(a) *Policy 1.* ~~Support preparation of a "Strategic Infrastructure Development Plan" that when implemented, could p~~Prioritize high-impact capital facilities expenditures for strategic infrastructure investments that accommodate growth and encourage quality housing and economic development ~~within appropriate areas~~.

(b) *Policy 2.* Identify state and federal funding ~~and other support available~~ mechanisms for infrastructure projects, including grant programs, tax incentives, and investment

partnerships as well as resources of local special districts, such as school, water, and sewer districts that can assist in accomplishing community investment goals.

(c) *Policy 3.* ~~Support widening US 101 to four lanes from Port Angeles to the Hood Canal Bridge and/or other appropriate transportation improvements to decrease commercial transportation costs and to improve safety~~Prioritize infrastructure investments in key transportation corridors, including Highway 101.

(d) *Policy 4.* Develop joint service agreements and interlocal agreements with other agencies where feasible to leverage funding sources and align development priorities for co-financinge capital projects that support countywide economic expansion, particularly in sectors with positive wage premiums.

(e) *Policy 5.* Lead the development of strategic, job-~~generating~~related public facilities within Clallam County, through utilization of the Opportunity Fund Program (OFP) supporting projects that directly support employment growth, workforce training, and key industry expansion.

(f) *Policy 6.* Coordinate regional infrastructure provisions and financing among jurisdictions, developers, business owners and service providers. Facilitate development of a joint plan for infrastructure development to enhance industrial and commercial growth ~~in designated areas~~and ensure regional investments support the expansion of housing to alleviate workforce recruitment barriers.

(g) *Policy 7.* Recognize that barge transportation with accompanying upland support facilities ~~needs to be explored to support transportation network~~ is a key component of reducing supply chain constraints. Explore feasibility studies and funding sources to support infrastructure investments in this sector and to ensure this component can be sustainably implemented.

(h) *Policy 8.* Create incentives for businesses to invest in housing assistance for employees.

(i) *Policy 9.* Form public-private partnerships to collaborate with local governments, nonprofits, and private firms to fund and manage affordable workforce housing initiatives.

Progress in meeting this goal and its policies will be measured by annual progress towards completion of projects listed in the Capital Facilities Budget, Six-Year Transportation Improvement Plan or similar documents.

(3) *Goal 3.* Environmental Stewardship. Encourage economic development that fosters protection of the natural environment and water resources that are vital to sustaining the County's tourism, natural resource-based industries, and quality of life.

(a) *Policy 1.* Make environmental protection a business opportunity by marketing our pristine environment as an ideal location for recreation and the conduct of environmental research.

(b) *Policy 2.* Protect the natural environment and utilize renewable resources for long-term sustainable economic development including protection of existing farmland.

(c) *Policy 3.* Implement cooperative and coordinated surface and groundwater management policies to ensure the future availability and quality of water throughout the County.

(d) *Policy 4.* Adopt and provide funding for implementation of a comprehensive storm water management ordinance.

(e) *Policy 5.* Support programmatic environmental impact statements in advance to determine the cumulative impacts of potential projects within established industrial parks and/or other subareas designated for commercial or industrial uses, in order to streamline permit review processes for those areas.

(f) *Policy 6.* Meet Clean Air and Clean Water Act standards.

(g) *Policy 7.* Ensure that the new industrial developments do not exceed existing State noise regulations.

Progress in meeting this goal and its policies will be measured by quality of life opinion surveys, scientific surveys, research activities and compliance with applicable local, State and federal environmental standards.

(4) *Goal 4.* Communication and Outreach. Establish and maintain productive relationships with the public, other government agencies and industry clusters. Promote and utilize targeted

engagement strategies to increase awareness, participation, and collaboration through multiple modes of communication and outreach.

(a) *Policy 1.* ~~Participate~~Engage with local business leaders and organizations like the Economic Development Council, chambers of commerce, real estate professionals, permit advisory boards, downtown associations, industry cluster teams, and other groups to address current and changing business and job requirements.

(b) *Policy 2.* Continue to solicit public input and review recommendations from advisory committees, focus groups and others through expanded use of digital forums, surveys, and public meetings to increase accessibility and engagement.

(c) *Policy 3.* Engage with tribal governments in economic development initiatives and conduct outreach to tribal communities.

(d) *Policy 4.* ~~Use~~Leverage local and regional media, in cooperation with other economic development agencies or groups, to promote~~improve perceptions about~~ Clallam County as a good place to locate a business or industry.

(e) *Policy 5.* Continue to ensure~~improve~~ the County's website is regularly updated with relevant business incentives, permit processes, and emerging industry opportunities ~~and provide links to other local sites hosted by other entities such as cities, tribes, chamber(s) of commerce, and the EDC to promote economic development opportunities within Clallam County~~.

(f) *Policy 6.* ~~Explore the possibilities of~~ Expand online governmental services, such as providing permit, licensing, tax and fee payments, and other transactions available to the public on-line, to streamline business operations and improve accessibility for entrepreneurs and developers.

(g) *Policy 7.* Continue to support an industry cluster approach to economic development by assisting the Economic Development Council and others with efforts to improve community knowledge and understanding of the industry clusters, facilitating connection of resources between clusters, and supporting cluster group initiatives.

(h) *Policy 8.* Continue participation in the development of an economic development marketing strategy for the community. Establish key performance indicators to measure

success, including businesses engagement rates, public participation levels, and media reach.

Progress in meeting this goal and its policies will be measured by increased public participation in County activities, positive media coverage, increased public-private and intergovernmental cooperative economic development efforts, and wider use of secure Internet transactions by customers doing business with the County.

(5) *Goal 5.* Regulatory Framework. Implement Clallam County development regulation in a consistent, fair, predictable, and expeditious manner, and coordinated between governmental, business and other organizational entities.

(a) *Policy 1.* Enact regulations and standards which encourage development of appropriate commercial, business and residential areas, and regularly review such regulations to enhance their consistency, predictability, timeliness and to decrease business costs.

(b) *Policy 2.* Coordinate regulations, guidelines, infrastructure plans, and funding packages with other public agencies and communities within urban growth areas.

(c) *Policy 3.* Work with real estate and development interests toward common goals that are beneficial to the developer and the community.

(d) *Policy 4.* Advocate pre-application meetings with County staff to identify problems before significant resources have been invested in a project proposal.

(e) *Policy 5.* Provide a streamlined permitting system with consolidated review of permits, a single staff contact assigned to coordinate reviews for a particular project, and contracted review of applications, when necessary.

(f) *Policy 6.* Develop expedited permit procedures within designated development areas, where environmental and compatibility issues have been addressed through zoning performance standards, or conditioned through the plat review process.

(g) *Policy 7.* Maintain an active role in the implementation of Washington State permitting processes such as hydraulic or water quality permits.

(h) *Policy 8.* Support the Washington State Department of Ecology's efforts to streamline the water rights application process.

(i) *Policy 9.* Provide for administrative review of small scale and low impact commercial project where feasible, through the adoption of specific performance standards and ongoing review and updates to the use tables in each respective zoning district.

(j) *Policy 10.* Continue to review the Comprehensive Plan and implement development regulations which accommodate population, housing and employment forecasts, and adjust as necessary to meet demands.

(k) *Policy 11.* Review County rules and regulations regarding economic development and eliminate or revise those which are not necessary for public health, safety, or well-being.

Progress in meeting this goal and its policies will be measured by reduced permit processing time, reduced permit appeals, and building permit activity.

(6) *Goal 6.* Improving Accountability. Continuously evaluate progress towards timely implementation of goals with the public, elected officials, economic development leaders and industry representatives.

(a) *Policy 1.* Invite and encourage broad representation from organizations and ~~citizens~~ residents in the review and update of the Clallam County economic development element and implementing land use regulations.

(b) *Policy 2.* Adopt specific performance measures with which to gauge progress in meeting our economic and community development goals.

(c) *Policy 3.* Provide County representation in economic development forums, in order to support the economic progress of the County and the Comprehensive Plan.

Progress in meeting this goal and its policies will be measured by (1) active participation of Economic Development Council, Chamber of Commerce, real estate, building and development, Downtown Association, and/or industry cluster team representatives on appropriate County boards, committees, task forces or other work groups involved in economic development, infrastructure, environmental protection or other activities described within this section; (2) active participation in economic development forums; and (3) measurable progress toward accomplishing all the implementation tasks outlined in the annual work plans.

31.02.710 Utility issues.

The utilities element of the County-wide Comprehensive Plan consists of the general location and distribution of electrical and telecommunication service throughout the County.

Electrical service to the ~~citizens~~ residents and businesses of Clallam County outside the City of Port Angeles is provided by the Public Utility District No. 1 of Clallam County. Formed in 1940, this publicly owned utility first began electric service in 1943. The P.U.D. provides standard retail electric service to residential, commercial, agricultural, industrial, and schools. Power is supplied to the P.U.D. by the Bonneville Power Administration via delivery points at Fairmont, Happy Valley, Port Angeles, and Sappho. The P.U.D. delivers this power via a sixty-nine (69) KV sub-transmission system to twenty-six (26) distribution substations from which power is supplied to the urban and rural areas by seventy-one (71) distribution circuits. The system capacities in 1994 are:

Bonneville Power System 425,000 KVA

PUD substation power system 274,349 KVA

Latest system peak demand 151,263 KVA

Telecommunication service is provided throughout the County by several private companies, providing standard, long-distance and cellular communication service. The telecommunication network to Clallam County is vital to quality of life of its ~~citizens~~ residents and economic development of the community. Improvements to this network can enhance the ability to transfer information and enable more businesses to locate in the County.

31.02.720 Utility ~~goals~~policies.

(1) *Policy 1.* PUD No. 1 of Clallam County and Port Angeles City Light should coordinate planning and service delivery to the Port Angeles Urban Growth Area.

(2) *Policy 2.* PUD No. 1 of Clallam County should plan electric service delivery based on County and city comprehensive plans.

(3) *Policy 3.* Utility lines shall be underground for new land divisions. The County, city and service providers should work to place existing above-ground utility lines underground along major highway corridors inside urban growth areas.

(4) *Policy 4.* The County should support expansion of the telecommunication network. Fiber optic cables and cellular service should be enhanced to serve the economic development goals of the County. Cellular sites should be placed in locations which provide required service without significantly impacting scenic qualities of the area.

(5) *Policy 5.* The City of Port Angeles shall be the ultimate provider of water, sewer, stormwater, and electric utility services within the Port Angeles urban growth area unless other agreements with the City provide for PUD service within the UGA.

(6) *Policy 6.* Power and utility service providers should be encouraged to integrate resiliency and redundancy in utility service extension design, where practicable, in order to avoid service outage, disruption, and duration.

~~31.02.810 Capital Facilities Plan issues.~~

~~The Capital Facilities Plan (CFP) is one element of Clallam County's Comprehensive Plan that is required by the Growth Management Act. This Comprehensive Plan coordinates land use elements with the capital facilities and transportation elements. This internal consistency and coordination ensures that the forecast of future needs is accurate, and that the land use element is reassessed if funding falls short of meeting existing and future capital facilities needs. Please refer to the transportation element for transportation system improvements. The full Capital Facilities Plan is hereby incorporated by reference to this Comprehensive Plan as Appendix A.~~

~~The CFP is a twenty (20) year plan with a six (6) year financial element for construction and maintenance of the County's capital facilities. The County capital facilities covered in this Plan include roads, sewer, general administration, courts, detention and corrections, law and justice, parks, recreation and open space, flood control devices, solid waste and equipment maintenance facilities. This plan does not include facilities owned and managed by other public entities, such as the public utility district, schools, fire districts, etc. At such time as these public entities complete inventories and set service levels, this chapter can be amended to include~~

those facilities. They will then be expected to go through the committee process and the public hearing process to determine if they should be added to this Plan.

The Capital Facilities Plan includes four (4) major steps: (a) an inventory of existing capital facilities; (b) a forecast of the future needs; (c) proposed locations and capacities of capital facilities; and (d) a six (6) year financing plan.

The Growth Management Act requires that adequate public facilities and services necessary to support development be available at the time of development. This plan identifies flood protection as the only necessary County public facilities at the time of development. Those County public facilities identified in this Plan that are needed within six (6) years of development are: sewer (Clallam Bay/Sekiu), parks, recreation and open space, and solid waste.

Financing improvements to County public facilities can occur in one of two (2) basic manners: tax sources, such as property, sales or real estate excise taxes; or through private sources, such as mitigation requirements or development impact fees. This plan identifies use of tax sources, including an increase in the real estate excise tax and mitigation requirements to finance needed capital facility improvements. This plan does not identify development impact fees as a source of public facility and service funding.

New development often pays for the cost of extending new public facilities and services. For example, if a development is proposed on a County road that is not adequate to handle traffic, the County is able to require the developer to pay the costs of improving the County road. Water and sewer systems are similarly financed; if a developer proposes to extend water and sewer to a property, it is the responsibility of the developer to pay the costs for extension of those services.

Another way that development pays for the cost of extending new public facilities is through development fees. For example, the cities require anyone who hooks up to the sewer or water system to pay a hook-up fee. This fee is put into a special account for the eventual planning and upgrade of the system, such as the sewer treatment facility. This hook-up fee is in addition to requiring the developer extend the actual collection or distribution lines.

Chapter 82.46 RCW authorizes counties and cities to impose an additional excise tax on the sale of real estate to finance public facility construction. This additional tax is authorized in two (2) increments of one-quarter of one percent of the sale price. Clallam County adopted the first one-quarter of one percent in 1990 and has set aside funds for capital improvements. Another

new taxing source which is considered for purchase of parks and open space lands is the Conservation Futures Tax, Chapter 84.34 RCW This source is taxed on all parcels of property at a rate up to $0.0625 per $1,000 assessed valuation.

This way of paying for public facility and service extension is based on three (3) principles: (a) setting level of service standards for public facilities and services; (b) ensuring that public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy (called "concurrency"); and (c) requiring development to pay fees for the new facilities rather than rely solely on property taxes or grants to fund development of these public facilities (development impact fees).

The State limits the use of development impact fees to only those system improvements that are reasonably related to the new development, and specifically only for public streets and roads, public parks, open space and recreation, schools and fire protection facilities in areas that are not part of a fire district. (Fire facilities are generally not eligible in most of Clallam County rural or urban lands because the areas are part of a fire district.) Development impact fees cannot be used to pay for getting existing facilities up to adopted standards, or for operation and maintenance of the facilities. Development impact fees also cannot be used as the sole source of funding new facility construction, but may be used to "balance" other funding sources, such as property taxes.

The level of service summary shows that the County may expend up to $6,700,000 over the next six (6) years to maintain the level of services which citizens now enjoy. Of these costs, revenue sources of $1,380,000 have not been identified, although $1,100,000 may be eliminated by being able to use the old Courthouse in the solution of office space. There is also about $2,000,000 in parks and recreation which will be spent over the next twenty (20) years, not necessarily by the year 2000. These facts bring the funded portion of the Plan in line with revenues.

There is a problem with this positive outlook. There are no costs as of yet to resolve the Jail prisoner separation problem. This is still in the analysis stage and could be a significant impact on the Capital Facility Plan. One possible solution for this problem lies in the reuse of the old Juvenile Facility which becomes available in late 1994. The alternatives could range in cost from $100,000 to over $1,500,000. This Plan is expected to be modified when this data is available.

The funding to make this Plan work includes the second one-quarter percent local real estate excise tax as allowed under Chapter 82.46 RCW. This revenue source would be in lieu of

development impact fees. This presents a logical method for financing the needed capital facilities without the negative aspect of impact fees reducing development. The other significant revenue source is the use of conservation futures and bonds for the large expenditures in park land. Thus, the people will have a say in the approval of those large acquisitions which impact them the most and advance the park system the most. If funding sources are not realized, then either the LOS Standards will have to be adjusted in recognition of the ultimate abilities of the County resources, or limits on future development and land uses will have to be enacted.

Throughout the Capital Facilities Plan, noncapital alternatives are presented to reduce the financial impact of needed capital facilities. It is expected that these alternatives will lessen the imbalance in the financial resources of the plan. Also, not all of the park expenditures are necessary to accomplish the plan. Only those which present the best opportunity for park enhancement will be accomplished and thus some savings should be realized.

31.02.820 Goals of the Capital Facilities Plan.

(1) Ensure that County public facilities necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

See Table 12 for County public facilities which require concurrency with development.

Table 12. Concurrency Requirements

Facility	At Time of Development	Within Six (6) Years of Development with Financial Commitment	No Requirement
Parks and Recreation	No	Yes	N/A
Solid Waste	No	Yes	N/A
Sanitary Sewer	No	Yes	N/A

Facility	At Time of Development	Within Six (6) Years of Development with Financial Commitment	No Requirement
General Administration	No	No	No Requirement
Courts	No	No	No Requirement
Detention and Correction	No	No	No Requirement
Law and Justice	No	No	No Requirement
Flood Control Devices	Yes	N/A	N/A
Equipment Maintenance Facilities	No	No	No Requirement
Schools	No	No	No Requirement

(2) Encourage development in urban areas where adequate public facilities exist or can be provided in an efficient manner.

(3) Encourage the retention of open space, development of recreational opportunities, access to natural resource lands and water, and development of parks. Existing managed public access to public forest lands for recreation should be maintained.

(4) Establish level of service (LOS) standards for County public facilities.

~~(5) Prepare a six (6) year financial plan for any public facilities which need to be developed as a result of LOS requirements and projected changes in population. The six (6) year financial plan should be based on cost estimates for capital improvements which are identified in the plan. See Table 14 and 15 for a summary of the financing plan.~~

~~(6) Allow private investment to assist in the accomplishment of achieving LOS.~~

~~(7) Ensure that the costs of operation and maintenance are analyzed to assure that future budgets will be able to maintain facilities.~~

~~(8) Coordinate the Capital Facilities Plan with other elements of the Clallam County Comprehensive Plan.~~

~~(9) The Capital Facilities Plan should be coordinated and be consistent, where possible, with the plans and policies of other entities within the region, adjacent counties, and municipalities.~~

~~(10) The street and utility LOS standards adopted by the City of Port Angeles in its Capital Facilities Plan and/or urban services ordinance shall apply within the Port Angeles urban growth area.~~

31.02.810 Climate Change and Resiliency Issues.

(1) *GMA Requirements*. Washington's Growth Management Act (GMA) requires quickly growing Washington cities and counties to develop comprehensive plan elements that respond to challenges associated with population growth. Amended in 2023 by House Bill 1181, the GMA now requires integrating climate policies into comprehensive plan updates.

The goal of HB 1181 is to ensure that comprehensive plans:

- adapt to and mitigate climate change;
- reduce greenhouse gas (GHG) emissions and per capita vehicle miles traveled (VMT);
- prepare for climate impact scenarios;
- foster resiliency to climate impacts and natural hazards;

- protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

Commerce led a multiyear project to develop model element guidance, which provides steps and pathways to integrate both a climate resilience and mitigation sub-element into a comprehensive plan, either as a set of integrated policies or standalone element. Jurisdictions are encouraged to assess their climate impacts and risks, seek input from key stakeholders and communities, and pursue pathways that modify existing or create new policies to address GHG emissions and increase community resilience.

For Clallam County, these required policy changes must address the Resilience Sub Element requirements to consider climate impacts and increase resilience across local sectors. Clallam County is not required to address requirements in the GHG Emissions Reduction Sub-Element at this time. The County's 2025 Comprehensive Plan update will incorporate a Climate Element aligned with Commerce guidance, existing County climate policies, and policies to foster sustainable and equitable planning in the face of climate change.

(2) *Resilience Sub-Element Overview*. Following the steps and pathways outlined by Commerce's Climate Element Guidance, Clallam County has exceeded the minimum requirements of HB 1181 by incorporating at least one climate resilience goal and supportive policy for each climate-exacerbated hazard relevant to the jurisdiction. The Resilience Sub-element must include measures to mitigate natural hazards exacerbated by climate change and adapt to unavoidable impacts. Specifically, policies must:

- Requirement 1: Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns;
- Requirement 2: Identify, protect, and enhance natural areas to foster climate resilience, as well as areas of vital habitat for safe species migration; and,
- Requirement 3: Identify, protect, and enhance community resilience to climate impacts, including social, economic, and built-environment factors, which support adaptation to climate impacts consistent with environmental justice.

Commerce also encourages the county to address all 11 priority sectors through its climate resilience sub-element goals and policies. This helps to ensure that resilience measures

enhance co-benefits such as local food security and green job creation, while also addressing significant areas that may not be covered in the city's hazard mitigation plan. Priority sectors include:

- Ecosystems
- Transportation
- Water Resources
- Buildings & Energy
- Agriculture & Food Systems
- Waste Management
- Zoning & Development
- Emergency Management
- Economic Development
- Cross-cutting
- Human Health
- Cultural Resources & Practices

(3) *Climate Planning Context*. This Element has been developed in accordance with state Growth Management (GMA) goals and is coordinated and integrated with other Elements of the Comprehensive Plan. Clallam County has an extensive history in investing in planning efforts around climate action and resilience, including development of the Clallam Climate Action Plan in 2022, NODC Climate Change Preparedness Plan in 2015, and local planning efforts such as the 2019 Port Angeles Climate Resilience Plan and 2018 Jamestown S'Klallam Climate Adaptation Plan. The Climate Element of the Comprehensive Plan builds off prior efforts by adopting climate change goals and policies for the county while also complying with new GMA requirements.

This Element builds on past planning efforts by strengthening existing goals and policies, where needed, and addressing identified gaps with new goals and policies. The Element also seeks to include an impactful mix of policies customized to Clallam County's unique geographic and community context.

This Element uses the best available science and guidance to understand and address Clallam County's key climate risks and opportunities. Because climate change is a

crosssectoral topic, this chapter is intended to integrate with and complement goals and policies in other related Comprehensive Plan Elements, such as Housing, Transportation, Resource Lands, and Environment and Open Space

Clallam County is uniquely situated to both hedge against climate change impacts and provide real-time data on the impacts of climate change across all priority sectors. The Olympic Mountains, shorelines and riverine systems, extensive forest resource lands, differences in watershed dynamics and functions, and settlement patterns and built environment, make Clallam County an appropriate location for climate education and research. In recognition of the direct benefits to the community for science-based information, Clallam County should be promoted as a center for climate education and research.

(4) *Countywide Planning Policies*. The Growth Management Act requires interjurisdictional coordination and development of county wide policies for the protection and promotion of environmental quality. The Countywide Planning Policies (CWPPs) are a regional framework for comprehensive planning for the county, cities, and towns within Clallam County and were first adopted in 1992 and will be updated with the 2025 Comprehensive Plan update. The Climate Element aligns with the CWPPs, which broadly focus on preserving the County's unique quality of life while fostering sustainable growth. This includes protecting air and water quality, preserving historic communities, and diversifying the economy to support jobs, healthy downtowns, and affordable housing. Key elements include vibrant, livable urban areas with accessible services, a strong, diversified economy with ample job training opportunities, and a sustainable, multimodal transportation system. The county also aims to protect natural systems, maintain rural character, and ensure a responsive government that collaborates with citizens and other entities to meet community needs.

(5) *Regional Planning Efforts*. Climate issues cross jurisdictional boundaries, so a regional planning approach can be effective to address climate challenges. Clallam County has a history of partnership and Comprehensive Plan Climate Element Page 4 of 17 Climate Element Clallam County regional collaboration with cities and Tribes to address climate change, with examples including:

- Clallam County's Multi-jurisdictional Hazard Mitigation Plan (2024, updated simultaneously)

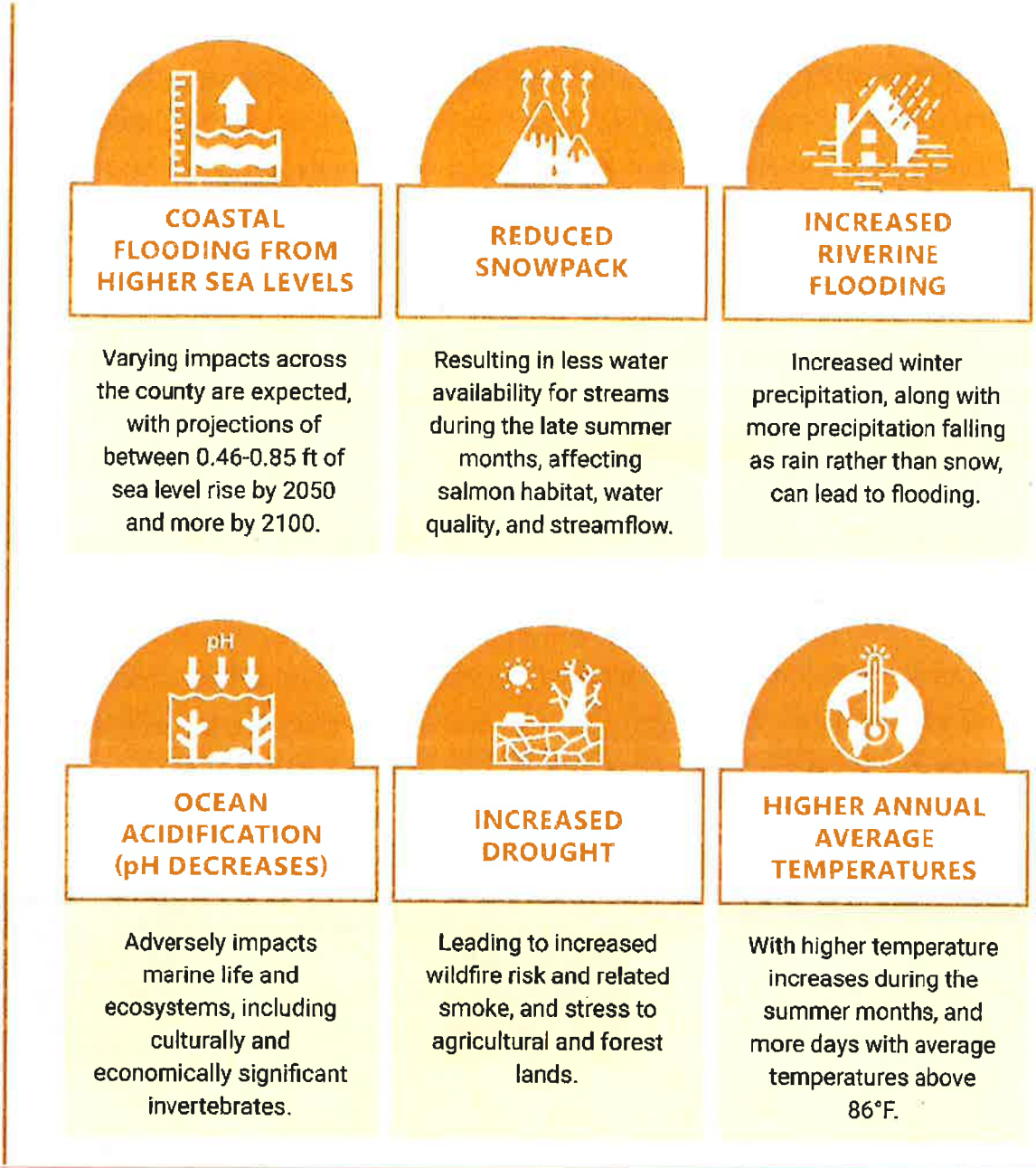
- Clallam County's Climate Action Plan (2023)
- Makah Hazard Mitigation Plan (2023)
- Lower Elwha Klallam Tribe (LEKT) Climate Vulnerability Assessment (2022)
- Natural Disaster Resiliency Planning on the North Olympic Peninsula (2022)
- Building a Resilient Peninsula Through Local Conservation (2020)
- Port Angeles Climate Resilience Plan (2019)
- Jamestown S'Klallam Tribe Vulnerability Assessment and Adaptation Plan (2018)
- Climate Plan for the Quileute Tribe of the Quileute Reservation (2017)
- Sequim Resolution Adopting Policies that Improve the City's Sustainability and Resiliency (2016)
- Climate Change Vulnerability Assessment for the Treaty of Olympia Tribes (2016)
- Climate Change Preparedness Plan for the North Olympic Peninsula (2015)
- Adapting to Climate Change at Olympic National Forest and Olympic National Park (2011)

This Element includes goals and policies aimed at fostering and strengthening such collaborations and partnerships.

(6) *Climate Vulnerability and Resilience in Clallam County*. Clallam County is already experiencing climate change impacts like warmer temperatures, more frequent and intense rainfall and less snow in winter, increased drought in summer, and riverine and coastal flooding. Some examples of recent extreme weather events include flooding, such as during extreme winter storms in 2018 (Hawkins, 2018) and on the Bogachiel River, cutting off the Quileute Tribe. Additional events include the heat dome of summer 2021 linked to two deaths in Clallam County (Washington Department of Health) and wildfires in 2022 on the Makah reservation, which led to evacuations (KOMO News Staff, 2022).

Without ambitious greenhouse gas (GHG) reduction measures across the region and globe, Clallam County is expected to experience the following impacts (North Olympic Peninsula Resource Conservation & Development Council, 2022).

Figure 1. Projected Climate Change Impacts for the Peninsula



As part of the Climate Element planning process, the County conducted a Climate Vulnerability Assessment of different systems, sectors, and communities across Clallam County that will face the greatest risk in exposure and sensitivity to priority climate hazards. Climate change also worsens social inequities and puts the heaviest burden on the County's most vulnerable groups. Socially vulnerable communities in the County may include the elderly, Tribal members, those with chronic health conditions, people living in mobile homes, and those who are low-income and/or cost burdened. The following section provides a high-level overview of the Climate Vulnerability Assessment results across four priority sectors. For more information and detailed analysis, refer to the 2025 Climate Vulnerability Assessment in Appendix X.

(7) *Community Health and Wellbeing.* Climate impacts pose significant risks to health and community well-being in Clallam County, with extreme heat, wildfire smoke, and severe weather events likely to increase heat-related illnesses, air quality issues, and infrastructure damage. Vulnerable populations, including the elderly, Tribal communities, and low-income residents, face heightened risks, underscoring the need to strengthen emergency response, public health services, and community resilience.

Table 1. Community Health and Well-being Climate Vulnerability Scoring

Sector	Climate Risk	Adaptive Capacity	Vulnerability
Public Health	Mod - High	Low - Mod	Mod - High
Emergency Management	High	Moderate	Mod - High
Community Resources	Mod - High	Moderate	Moderate

(8) *Natural Environment and Water Resources.* Clallam County's natural environment and water resources face growing threats from climate impacts, including hotter temperatures, decreased summer rainfall, reduced snowpack, melting glaciers, and more intense precipitation events. These changes pose risks to aquatic species like salmon and shellfish, increase the vulnerability of trails and open spaces to flooding and landslides, and jeopardize freshwater supplies through reduced storage, saltwater intrusion, and higher demand.

Table 2. Natural Environment and Water Resources Climate Vulnerability Scoring

Sector	Climate Risk	Adaptive Capacity	Vulnerability
Ecosystems and Critical Areas	Mod - High	Mod - High	Moderate
Parks, Trails, and Open Space	Low	Mod - High	Low
Water Supply	Mod - High	Moderate	Moderate

(9) *Economic Development and Land Use*. Clallam County's economy, rooted in natural resource industries and tourism, faces moderate vulnerability to climate impacts due to its dependence on natural resources and limited supply chain routes. Many workers in climate-impacted jobs, for example, fisheries and forestry, face physical health risks as well as risks from economic impacts of climate change.

Table 3. Economic Development and Land Use Climate Vulnerability Scoring

Sector	Climate Risk	Adaptive Capacity	Vulnerability
Local Industries and Businesses	Mod - High	Moderate	Moderate
Land Use and Resource Lands	Low - Mod	Moderate	Moderate

(10)

Presently, Built Infrastructure. Clallam County's aging and undersized infrastructure faces significant climate risks, including flooding, sea level rise, and extreme heat, which threaten roadways, housing, stormwater systems, and energy networks. Key vulnerabilities include highways at risk of inundation, aging housing stock exposed to wildfire hazards, outdated stormwater systems, and energy infrastructure struggling to meet future demands, particularly in remote areas.

Table 4. Built Infrastructure Climate Vulnerability Scoring

Sector	Climate Risk	Adaptive Capacity	Vulnerability
Transportation	Mod - High	Moderate	Moderate
Housing	High	Low - Mod	High
Water Systems	Mod - High	Mod - High	Mod - High
Energy	High	Moderate	Mod - High

31.02.820 Climate Change and Resiliency Goals and Policies.

(1) *Goal 1. Agriculture & Food Systems.* Support sustainable local and regional agriculture sector in Clallam County that sequesters carbon, provides local jobs and food supply, and is resilient to the impacts of climate change.

(a) *Policy 1.1*: Preserve land for long-term agricultural use, promote a regenerative framework, and restore ecosystem function on farms, such as wetlands and ponds, to preserve carbon sinks, promote water storage, improve soil health, and provide additional ecosystem services.

Protect productive agricultural lands and prevent their conversion into residential, commercial, or industrial areas by modifying regulatory codes and limiting building to preserve agricultural lands and soil

(b) *Policy 1.2*: Seek Washington State Department of Agriculture (WSDA) funding to support private landowners in implementing practices that increase climate resilience through tool and infrastructure improvements, upgrades, and habitat enhancement projects. Enhance local food security by supporting farmers markets, community gardens, and urban agriculture activities, while developing infrastructure for local food distribution and emergency food supply systems to mitigate climate impacts.

(c) *Policy 1.3*: Work with and support Clallam Conservation District and Washington State University Extension to improve the local agriculture sector's resilience to extreme weather and climate impacts by providing education and technical assistance on climate adaptation for crops. Encourage farmers to adopt sustainable business practices, such as regenerative farming, water storage, and upgrading irrigation infrastructure, as well as educational programs and technical support to minimize production losses and maintain ecosystem balance. This may include encouraging activities that prevent the use of synthetic fertilizers on agricultural and forestry lands by engaging land managers on organic farming and providing technical assistance to help implement sustainable practices that reduce environmental impacts, including ocean acidification.

(d) *Policy 1.4*: Facilitate increased land access for local farmers, protecting farmland and maintaining open spaces. This may include promoting existing financial assistance, carbon

crediting, and incentive programs to support the economic vitality of the agriculture sector, while encouraging succession planning for new farmers entering the industry.

(2) *Goal 2. Buildings & Energy.* Increase the resilience of public utilities, facilities, and services by preparing for climate change impacts.

(a) *Policy 2.1*: Support resilient energy infrastructure, including generation and transmission systems, to withstand and recover from the effects of extreme weather and other natural disasters intensified by climate change. Work with Clallam PUD and other utilities to promote infrastructure safety and reliability such as through undergrounding lines in fire prone areas, relocating critical infrastructure in sea-level rise zones, establishing redundancies, and promoting small-scale energy generation systems.

(b) *Policy 2.2*: Continue to encourage the deployment of emerging technologies to promote distributed energy generation, demand response, energy storage, energy efficiency, and smart grid technologies to increase grid reliability, flexibility, and capacity. To encourage deployment of emerging technologies, entities such as junior taxing districts should receive assistance in creating their own HMPs so that the County's MJHMP can be more inclusive and responsive to local needs. Additionally, design and implement pilot projects, and encourage local governments, utilities, and public facilities to apply for smart grid, energy efficiency and resiliency, and solar and energy storage grants through the WA State Department of Commerce, Federal Emergency Management Agency, US Department of Energy, and other sources.

(c) *Policy 2.3:* Although Clallam County is not required under House Bill 1181 to reduce greenhouse gas emissions, opportunities to take such measures would nevertheless be in the public interest and could improve resiliency. Therefore, with increased resiliency in energy generation and transmission, the County should explore grant funding and other resources for the transition of the County vehicle fleet from gas/diesel-powered to electric-powered or other renewable energy source, where feasible and practicable. The same should be pursued concerning gas-powered maintenance equipment.

(3) *Goal 3.* Promote building retrofits and new construction that is sustainably built to minimize environmental impacts and enhance resilience against extreme weather and other risks exacerbated by climate change.

(a) *Policy 3.1*: Develop or modify building standards to reduce the impacts of climate change on indoor and outdoor building features. This may include requiring low-impact

development and stormwater runoff mitigation systems where appropriate, designing buildings for passive survivability in case of extended power loss, and adopting fire resilience standards such as venting and features designed to prevent ember ignition. Prioritize the preservation and weatherization of housing in overburdened communities and provide assistance for existing tenants at risk of displacement or additional cost burden from managed retreat or green gentrification.

(b) *Policy 3.2*: Align with the County's Climate Action Plan to collaborate with partners to incentivize building improvements and retrofits for residential and commercial buildings in the County to improve energy efficiency, resilience, and justice. Specific activities to support energy justice may include expanding low-income energy assistance programs, promoting existing weatherization incentives and assistance, upgrading cooling infrastructure in facilities serving vulnerable populations, and implementing alternatives like increasing tree cover and adding shade structures. Prioritize incentives and assistance programs for cost burdened communities and ensure outreach is targeted towards and benefits vulnerable populations, such as those who live in multifamily and affordable housing units.

(4) *Goal 4. Cultural Resources & Practices.* Strengthen the resilience of known and unknown cultural resources and practices, such as historic, archaeological, and sacred sites, traditional foods, and natural resources, to the effects of extreme weather and other natural disasters exacerbated by climate change.

(a) *Policy 4.1*: Work towards protecting ecosystem functions to uphold Tribal Treaty Rights and preserve culturally significant resources including but not limited to archaeological and sacred sites, ecosystems, traditional foods, plants, and resources at risk from climate change impacts. This may include incorporating riparian and stream habitat conservation measures into land use and infrastructure plans to protect salmonoid habitats (transportation, water, sewer, electricity) developed by the County in partnership with cities, Tribes, service providers, and state agencies.

(b) *Policy 4.2*: Work with local Tribes to co-manage and protect sacred sites and cultural properties from climate-related threats, and work to safeguard these sites from floods and other natural hazards. This may include developing a formalized consultation and data sovereignty framework, including Tribes in regional planning meetings, jointly assessing the vulnerability of cultural properties to identify sites at risk from climate-related threats, and seeking funding specifically aimed at protecting culturally significant sites. Work towards integrating Traditional Ecological Knowledge and western science to

identify significant resources and places, assess vulnerability to climate impacts, and co-develop plans to increase resilience.

(5) *Goal 5.* Provide all community members an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community well-being and resilience.

(a) *Policy 5.1*: Encourage the development and implementation of culturally relevant educational programs to communicate and provide targeted, accessible engagement around immediate and future climate change threats and methods. This may include building and strengthening partnerships with local organizations and entities (such as nonprofits, Tribes, and schools) to engage and empower diverse groups in implementing resilience strategies, linking local issues to broader regional issues. Equitably distribute funds for climate resilience engagement opportunities in the most affected communities, with a focus on equity and underrepresented groups.

(6) *Goal 6. Economic Development.* Build capacity for Clallam County's local economy to withstand climate-related disruptions and encourage a sustainable local economy and business opportunities.

(a) *Policy 6.1*: Review and update the County's Public Benefit Rating System and explore other ways to incentivize landowners to maintain ecosystem services, such as habitat restoration, forest management, and rainwater harvesting. This could include tax incentives, carbon credits, and financial assistance programs.

(b) *Policy 6.2*: Develop a sustainable economic strategy in Clallam County through collaboration with community groups and businesses that supports training, education, and job creation in sustainability-related fields such as small-scale renewable energy generation, solar panel and green roof installation and maintenance, and sustainable agriculture and forestry. This strategy will focus on providing opportunities for economically vulnerable individuals, youth, and affected workers to transition into sustainable industries, while promoting local employment that aligns with workers' qualifications, pay, and career interests.

(c) *Policy 6.3*: Support the efforts of local businesses and junior taxing districts (schools, hospitals, fire departments, water districts, etc.) in engaging in long-term climate planning and supporting continuity of operations before, during, and after climate hazards or events. This may include collaborating with community partners to create emergency plans

that maintain business continuity during extreme weather events and promoting existing incentives and grants for businesses to install rooftop solar panels, batteries, and other renewable energy systems to ensure backup power and operational resilience.

(d) *Policy 6.4*: Assess the impacts of climate migration in Clallam County during Comprehensive Plan update periods. Integrate these findings into Comprehensive Plan updates, infrastructure plans, revenue and expense forecasting, and housing assessment

(7) *Goal 7. Ecosystems.* Prepare forests, wetlands, shorelines, and other ecosystems to be resilient to the impacts of extreme weather, invasive species, pests, diseases, and other impacts worsened by climate change.

(a) *Policy 7.1*: Prepare ecosystems for climate impacts by implementing restoration actions for streams, wetlands, and watersheds, focusing on connectivity, reducing invasive species, and improving watershed processes. This includes restoring riparian vegetation, floodplains, and stream structures to protect native fish and other aquatic life. Enhance habitat and community resilience to climate change by protecting and restoring coastal ecosystems, addressing sea-level rise, and focusing on submerged aquatic vegetation for habitat and "blue" carbon storage. Evaluate shoreline restoration and cleanup efforts, including concerns for Tribal cultural resources.

(b) *Policy 7.2*: Strengthen habitat and ecosystem resilience by inventorying and avoiding development in climate refugia and critical habitats to strive for no net loss of ecosystem attributes, with a focus on achieving net ecological gains. Expand habitat protection, quality, and connectivity through designations such as conservation areas, expanded buffers, greenbelts, wildlife and open space bridges and corridors. Incorporate climate considerations in determining permissible activities within wetlands and wildlife habitats.

(c) *Policy 7.3*: Adopt integrated natural resource management practices to optimize habitat integrity in the face of climate impacts. Monitor invasive species and promote native, drought- and pest-resistant plants to enhance ecosystem resilience. This includes proactive restoration efforts and encouraging landowners to participate in cost-share programs and other financial assistance opportunities.

(d) *Policy 7.4*: Protect and enhance forests through climate-smart management, prioritizing vulnerable areas. This includes implementing open space requirements, creating green belts, and enhancing urban forest management to increase carbon storage and resilience.

Develop educational and incentive-based strategies to preserve private and public forests for climate resilience, carbon sequestration, and ecosystem health.

(e) *Policy 7.5*: Explore forest stewardship education and payment for ecosystems services programs to support landowners in managing their lands for climate resilience and preventing conversion. Collaborate with State agencies, Tribes, conservation districts, and the Washington State University Extension Forestry Program to make resources and information available to landowners and support sustainable working forests. Explore other jurisdictions' strategies to recognize the economic benefits of and monetize environmental services maintained on landowners' properties

(8) *Goal 8. Emergency Management*. Promote and implement communication, transportation response, and education on preparedness and recovery efforts to ensure that all members of the Clallam County community are ready for climate emergencies. Anticipate and be ready to accommodate the rise in demand for emergency services due to climate change impacts and understand community needs when preparing for emergency situations.

(a) *Policy 8.1*: Develop and improve plans such as Evacuation Plans, Tribal Records Protection Plan, Operations Plan, and others to mitigate the impact of emergencies and hazards affected by climate change. Staff should seek funding and other grant opportunities to create comprehensive wildfire and flood resilience strategies to boost emergency response, promote fire and flood-resilient landscapes, and support fire and flood-adapted communities. Encourage participation in incentive-based emergency preparedness programs such as the Community Rating System (FEMA's National Flood Insurance Program), Firewise (National Fire Protection Association), and StormReady (National Weather Service).

(b) *Policy 8.2*: Develop a comprehensive strategy to map vulnerable transportation infrastructure, designate alternative routes for critical corridors during closures, and incorporate hazard data into critical area delineation for infrastructure siting and land-use planning. Enhance data collection and maintain updates of data to better understand community hazard characteristics, including those influenced by climate change, and support informed decision-making in emergency management.

(c) *Policy 8.3*: Develop resilience hubs as community-serving facilities to support residents, coordinate communication, distribute resources, and enhance quality of life while reducing carbon emissions. Identify community resilience hubs for each of the County's

microislands, seek funding to make these sites resilient, communicate the locations of these sites for public use during an emergency, and coordinate all plans to serve these hubs effectively in an emergency.

(d) *Policy 8.4*: Integrate climate impacts into the planning and coordination of operations for preparedness, response, and recovery activities among County departments, Tribes, first responders and partners, including public health, law enforcement, fire, school, and emergency medical services (EMS) personnel. This may include updating emergency services communications equipment; enhancing training of emergency personnel and other responders; taking regular inventory of emergency facility needs (e.g., home emergency kits, cooling centers and temporary shelters); and assessing and improving the adaptive capacity of people who are most vulnerable to climate change-exacerbated hazards, such as Elders or people living in high-risk areas.

(e) *Policy 8.5*: Update and approve Clallam County Debris Management Plan, integrating existing City Debris Management Plans, to quickly manage the collection, transport, sorting, and disposal of debris, such as downed tree limbs and buildings blocking roads and streams, after a disaster to reduce the risks of fire, flood, injury, and disease vectors. Provide education to jurisdictions and the community around debris management after a climate event such as windstorms or floods, especially after successive extreme weather events.

(9) Goal 9. *Health & Well-being*. Protect community health and well-being from the impacts of climate change and focus on overburdened communities in the County to reduce disproportionate health impacts for the most vulnerable people.

(a) Policy 9.1: Promote health impact assessments and other tools to address health, equity, and climate change impacts on vulnerable communities in the County such as Tribal communities, the elderly, residents who are cost-burdened, those with existing health conditions, and mobile home communities.

(b) *Policy 9.2*: Review land use maps and the County's Climate Vulnerability Assessment to identify opportunities and barriers for responding to rapid population changes and rebuilding after disasters and other extreme climate impacts and prioritize antidisplacement programs in the most impacted communities when increasing densities in urban growth areas and making zoning changes.

(c) *Policy 9.3*: As part of an awarded grant, continue to identify communities disproportionately impacted by extreme heat or poor air quality and prioritize equitable access to emergency preparedness resources for vulnerable and unsheltered populations. Develop an urban heat and wildfire smoke resilience strategy in partnership with local residents, Tribes, emergency management officials, and regional clean air agencies. This strategy will include land use, urban design, waste heat reduction, and urban greening actions, along with tools and resources to help the community stay safe during extreme heat events, such as community alerts to reduce exposure to wildfire smoke. Consider providing personal protective equipment and supporting infrastructure updates (e.g., HVAC upgrades with MERV 13 filters) for facilities serving vulnerable populations, such as nursing homes.

(d) *Policy 9.4*: Develop messaging on climate change's impacts on health and safety with guidance for residents to plan and protect themselves and involve overburdened communities using multiple formats and languages for outreach. Co-create climate communications with Clallam County communities, especially Tribes, to facilitate their input on climate impacts, health impacts, and emergency resources during extreme events, focusing on culturally relevant outreach to communicate with specific communities (Ie. storytelling, oral communication).

(10) *Goal 10. Transportation*. Strengthen the local transportation system, including infrastructure, routes, and travel modes. To withstand and recover from extreme weather events and other climate change-related hazards.

(a) *Policy 10.1*: Explore options for designing new and expanded roads and multiuse pathways to minimize impacts on shorelines, accommodate sea-level rise, preserve ecological functions, and avoid disrupting water-related uses, public access, and habitat restoration. Identify roads and bridges vulnerable to flooding and landslides and collaborate with the Washington State Department of Transportation (WSDOT) to improve resilience of assets outside the County's jurisdiction, including identification of alternative access corridors within and outside of Clallam County's jurisdiction to create redundancies for emergency preparedness and to increase connectivity between the Olympic Peninsula and the rest of Western Washington. This will include working with cities and Tribes to map infrastructure and create agreements for alternate transportation routes in parks, private lands, and Forest Service roads to ensure public safety and emergency access.

(b) *Policy 10.2*: Improve street connectivity and walkability to encourage walkable communities, expand potential evacuation routes, and reduce stormwater impacts from transportation and development through watershed planning and low-impact development. Improve signage and communication around evacuation routes during extreme weather events, including education around the importance of multimodal transportation to improve the adaptive capacity of residents without personal vehicles.

(c) *Policy 10.3*: Enhance the resilience of parks and recreational trails by addressing climate hazards and impacts, and advocate to expand the WSDOT climate vulnerability assessment to include non-state roads and other transportation systems. Work with other entities such as cities, Tribes, and the WA State Department of Natural Resource (DNR) to establish management plans that reduce flood, wildfire, and landslide risk along Highway 101, Highway 112, and other areas of concern.

(d) *Policy 10.4*: Continue to partner with and support Clallam Transit to identify barriers to using transit, understand climate vulnerability of transit systems, expand transit use and equity, and ensure routes are convenient, safe, and accessible. Develop strategies that promote transit equity and community safety by considering the needs of the most vulnerable populations. Additionally, encourage expansion of services at airports and coordinate with Clallam Transit to provide a viable alternative to driving rental or personal vehicles for out-of-area visitors.

(11) *Goal 11. Waste Management*. Support the county in reducing, reusing, and recycling waste sustainably while preparing waste systems for climate change impacts.

(a) *Policy 11.1*: Facilitate the recovery of local waste materials through innovative climate resiliency strategies such as food rescue for local consumption, energy production, production of soil amendments or biochar production, stormwater low-impact development, and other uses.

(12) *Goal 12. Water Resources*. Protect, conserve, and enhance water resources in Clallam County and create more climate resilient water systems.

(a) *Policy 12.1*: Require the integration of water conservation methods and technologies in the development of irrigation infrastructure within parks, recreation areas, and farms to prepare for drought. Promote the adoption of advanced irrigation technologies and practices that minimize water use and mitigate environmental impacts.

(b) *Policy 12.2*: Seek funding from the Department of Ecology to develop and implement a comprehensive drought resilience strategy that incorporates climate projections and sets action levels for different drought stages. Encourage residents to reduce water consumption through smart grid water use, repairing infrastructure, water reclamation systems, smart irrigation technologies, and updated water rates to discourage lawn watering. Promote incentives for sustainable food cultivation.

(c) *Policy 12.3*: Identify and implement strategies to prepare for and mitigate the effects of sea level rise and saltwater intrusion into aquifers, drainage, sewer, and septic systems. Explore grant opportunities to fund initiatives aimed at monitoring and preventing saltwater intrusion to promote the reliability and sustainability of water supplies.

(d) *Policy 12.4*: Develop a coordinated water systems plan to evaluate the long-term adequacy of water delivery infrastructure in response to changing hydrological patterns due to climate change. Construct and maintain water storage systems (e.g., cisterns, water towers, reservoirs) to provide backup water supplies during droughts and emergencies. Promote bringing additional rural areas and failed wells into centralized public water systems.

Raise awareness about the Department of Health's (DOH) Office of Drinking Water guidance on integrating climate constraints, contingency planning, and sustainability in water treatment, and promote the management of the Drinking Water State Revolving Fund (DWSRF) for infrastructure improvements.

(e) *Policy 12.5*: Evaluate wastewater facilities to reduce greenhouse gas emissions and build resilience to climate impacts such as landslides and sea-level rise. This includes maximizing on-site natural gas co-generation from anaerobic digesters, exploring the proximity of wastewater facilities to high-risk areas, and improving wastewater access routes. Enhance septic water quality management and explore alternative wastewater treatment solutions in vulnerable areas

(13) *Goal 13. Zoning & Development*. Establish cohesive and complimentary patterns that increase the resilience of Clallam County's built environment, natural areas, and communities to prepare for and recover from climate impacts.

(a) *Policy 13.1*: Utilize the best available science and update codes as necessary to establish overlays, special zoning districts, and land-owner outreach zones to direct new

development away from current and future high-risk areas and reduce risk in those areas. This may include:

- Regularly updating vulnerability assessment of climate impacts and overburdened populations, using this information to determine if and where zoning changes are necessary.
- Implementing development regulations and best practices to reduce risks from natural and climate-related hazards, including documenting climate-related risks in property records and considering financial safeguards or bonds for projects in highrisk zones. Establishing environmental justice standards for overburdened communities during Comprehensive Plan revisions to apply to zoning designations or rezoning to encourage decisions that center those who are highly vulnerable to climate impacts.

(b) *Policy 13.2*: Adopt standards that promote cohesive and complimentary conservation design and a land-first approach to development to prioritize healthy ecological functions, while still permitting rural development in appropriate locations. Center partnership with Tribes, nonprofits, and others to help implement this policy.

(c) *Policy 13.3*: Integrate risks associated with future climate conditions into the siting and design of capital facilities, parks, and community assets. Support long-term visioning for vulnerable areas through equitable community engagement, including managed retreat and relocation of the most vulnerable hazardous industries and essential services. Subject to obtaining grant funding, consider working with local communities to relocate properties and essential public services from high-risk areas (floodplains, WUI), explore regulatory options to elevate or set back new structures for flood and sea level rise mitigation, and establish a development rights program to transfer rights from these areas while encouraging denser development in suitable locations

31.02.910 Generalized land use maps.

(1) The Future Land Use Map is hereby amended to reflect and include all sites that have obtained MRLOD status through the 2020 Comprehensive Plan amendments and will be amended to reflect any subsequent Comprehensive Plan amendments granting MRLOD status.

(2) All documents listed in subsections (3) through (6) of this section are made part of this Comprehensive Plan, are available for review in paper form at the County Courthouse and are also available at the County's website devoted to the County's Comprehensive Plan.

For text, go to: http://www.clallam.net/LandUse/comprehensiveplan.html

For maps, go to: http://www.clallam.net/Maps/index.html

(3) For each of the three regions listed below there is made part of this Plan a pair of documents, specifically a map showing underlying geology and the surface mines in that region holding, as of September 2020, a DNR reclamation permit and an Excel spreadsheet containing statistics relevant to each of those surface mines possessing a DNR reclamation permit in September 2020.

(a) Sequim Region;

(b) Port Angeles Region;

(c) Western Region.

(4) For each of the regions listed below there is made part of this Plan a DNR 1:500K map that includes and reflects two layers, specifically the underlying zoning designations for that site or region and two and only two types of underlying geology: "Qgd" (Glaciomarine Drift-Pleistocene) or "θv(c) [theta-v-c]" (Crescent Formation).

(a) Sequim Region;

(b) Port Angeles Region;

(c) Western Region.

(5) Also made part of this Plan is an Excel spreadsheet entitled "Stats for Clallam County Mineral Resource Lands," the version that states "Added new data 8/14/20."

(6) Also made part of this Plan is the August 2020 "Supply and Demand Memo."

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.

Chapter 31.03
SEQUIM-DUNGENESS REGIONAL PLAN

Sections:

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31.03.160 Affordable housing – Policies.
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31.03.180 Economic development – Policies.
31.03.190 Open space and the environment – Inventory and analysis.
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31.03.220 Agricultural land – Inventory and analysis.
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31.03.240 Forest land – Inventory and analysis.
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31.03.260 Rural land – Inventory and analysis.
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31.03.280 Urban growth – Discussion.
31.03.290 Urban growth - ~~p~~Policies.
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31.03.320 Diamond Point/Sunshine Acres rural center - Policies.
31.03.330 Sunland planned urban residential community - Policies.
31.03.340 Dungeness-Kitchen Dick Road neighborhood - Policies.
31.03.350 Carlsborg urban growth area - Policies.
31.03.415 Miller Peninsula neighborhood - Policies.
31.03.425 Palo Alto-Chicken Coop neighborhood - Policies.
31.03.435 Blyn LAMIRD - Policies.
31.03.445 Happy Valley-Bell Hill neighborhood - Policies.

31.03.455 Sequim-West Neighborhood - Policies.
31.03.465 Dungeness-Jamestown neighborhood - Policies.
31.03.475 Dungeness Valley neighborhood - Policies.
31.03.485 Agnew neighborhood - Policies.
31.03.500 Lost Mountain neighborhood - Policies.
31.03.510 Upper Blue Mountain neighborhood - Policies.
31.03.520 R Corner/Kitchen-Dick Road neighborhood - Policies.

SOURCE:	ADOPTED:
Ord. 574	06/27/95

AMENDED SOURCE:	ADOPTED:
Ord. 598	07/09/96
Ord. 599	07/24/96
Ord. 603	09/10/96
Ord. 604	10/29/96
Ord. 610	02/25/97
Ord. 619	07/08/97
Ord. 623	07/08/97
Ord. 627	10/10/97
Ord. 628	11/04/97

Ord. 658	01/08/99
Ord. 662	02/23/99
Ord. 664	03/09/99
Ord. 674	08/10/99
Ord. 682	02/08/00
Ord. 696	08/08/00
Ord. 700	12/05/00
Ord. 725	08/06/02
Ord. 801	12/19/06
Ord. 835	10/21/08
Ord. 850	06/23/09
Ord. 852	07/21/09
Ord. 857	12/08/09
Ord. 920	11/29/16

31.03.010 Purpose and intent.

It is the purpose and intent of this regional Comprehensive Plan to further the objective of the Clallam County Comprehensive Plan in this title, to provide a guide for coordinated and orderly growth and development of the land and physical improvements in the unincorporated areas of the Sequim-Dungeness regional planning area, generally described as the area east of Siebert's Creek to the Jefferson County line, inclusive of State lands.

31.03.020 Comprehensive Plan map designations.

The Sequim-Dungeness Planning Region contains the following land use designations that are mapped on the adopted Comprehensive Plan Land Use Map, as amended, that is part of this chapter and title:

Land Use Designation		Maximum Densities
Commercial Forest	CF	One dwelling per 80 acres
Rural	R1	One dwelling per acre
Rural Suburban Community	RSC	One dwelling per acre
Rural-Moderate	R2	One dwelling per 2.4 acres
Rural-Low	R5	One dwelling per 4.8 acres
Rural Neighborhood Conservation	NC	One dwelling per 5 acres. Under optional innovative zoning techniques, up to one dwelling per 2.4 acres
Rural-Very Low	R20	One dwelling per 19.6 acres

Land Use Designation		Maximum Densities
Rural Center	CEN	One dwelling per one-half acre
Rural Village	RV	One dwelling per one-quarter acre
Rural Village Low	RV2	One dwelling per acre
Carlsborg Village Commercial	CV	One dwelling per one-half acre
Rural Commercial	RC	One dwelling per one-half acre
Urban Residential	URL/URH	Two to four dwellings per acre
Industrial	M	Residential uses accessory to industrial uses
City of Sequim UGA		Various, see CCC 31.03.310
Public Land	P	Park facilities
Carlsborg UGA		Various, see CCC 31.03.350

31.03.110 Public facilities and services – Inventory and analysis.

(1) *GMA Goals.*

(a) *Public facilities and services.* Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(b) *Urban growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(c) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(2) *Overview.* It is more cost-efficient to provide some public facilities and services when the population is concentrated, such as in an urban area. Through the designation of urban growth areas, Clallam County and other service providers can plan more cost effective and efficient services.

Growth increases the demand for new and/or improved public facilities and services. New residential growth may impact school facilities by having more school age children without a corresponding increase in school facilities. Development can increase traffic levels on County roads and transit systems. Connections to water or sewer systems diminish the available capacity for future growth.

The overall purpose of this growth management plan is to identify urban areas where public facilities and services can be provided efficiently; ensure that public facilities and services keep pace with growth so that service levels are not diminished; and plan for where facilities and services will be located.

(3) *Definition.* The Growth Management Act defines "public facilities" as streets, roads, highways, sidewalks, trails, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and schools. "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

(4) *Schools.* The Sequim School District has facilities within the City of Sequim and Carlsborg. School facilities in this area have not kept pace with the increase in school children. School construction funding comes primarily from local levies (bonds) authorized by voters within the school district. The Sequim School District has been unsuccessful in obtaining voter approval for new school construction. Existing school facilities are overcrowded, requiring the installation of portable classroom buildings. There is, and will continue to be, a need for increased school capacity during the 20-year life of this plan. The School District has tentatively identified a location for school expansion within the City of Sequim near the existing school complex.

(5) *Water.* Public Utility District Number 1 of Clallam County operates the Evergreen, Carlsborg, and Deer Park/O'Brien Road/Agnew water systems. The Public Utility District finances construction of these systems through local utility districts (LUDs). Sunland has a water district that provides water service to that community. There are numerous private water purveyors within the area (see Figure 1).

(6) *Sewer.* Sanitary sewer exists within the City of Sequim (plus some lands within the urban growth area) and at Sunland. The Public Utility District is authorized to provide sewage disposal service throughout the PUD service area. A community drainfield in Sunshine Acres is now operated by the PUD.

(7) *Parks and Recreation.* Clallam County has several parks and recreation facilities within the Sequim-Dungeness planning area, including the Dungeness Recreation Area, Cline Spit, Port Williams, Panorama Vista, and Dungeness Landing. The Sequim-Dungeness Park and Recreation District is a local district with similar service boundaries to this planning area. The District operates the Sequim Aquatic Center, the Jamestown S'Klallam Tribe manages Railroad Bridge Park, and the Port of Port Angeles owns and operates John Wayne Marina. State parks in the area include Sequim Bay State Park and the planned Miller Peninsula State Park. The planning area also includes the Olympic National Park and Olympic National Forest, which have numerous recreation sites. Private recreation opportunities in the area include Dungeness, Skyridge, and Sunland golf courses, although Sunland is now private. There is a demand for new golf courses with public access and trails linking the Olympic Discovery Trail (ODT) with these facilities.

(8) *Fire Protection.* Fire protection in the Sequim-Dungeness Valley is provided by Clallam County Fire Protection District Number 3. The main station for the Fire District is within the City of Sequim, with other stations located at Carlsborg, Blyn, Diamond Point, Dungeness, Lost Mountain and R Corner. Fire protection districts, like hospital and library districts, are junior taxing districts. Funding for these junior taxing districts comes from property taxes and timber revenues from County trust lands.

(9) *Public Health.* Public health facilities serving this planning area are located within Port Angeles. Public health services are available through Clallam County's Home Health Program. Numerous private health care facilities exist within the planning area. These facilities are needed to serve the aging population.

(10) *Other Governmental Services.* Clallam County provides no other direct governmental facilities within the planning area. Consideration has been made in the past to satellite offices for some of the County's services, such as law enforcement, health, and community development. At this time, the most efficient use of facilities is to continue basing the services within Port Angeles. As the population grows in this area, the need for satellite facilities and increased services needs to be closely monitored.

(11) *Financing.* New development often pays for the cost of extending new public facilities and services. For example, if a development is proposed on a County road that is not adequate to handle additional traffic, the County is able to require the developer to pay the costs of improving the County road (called "mitigation"). Water and sewer systems are similarly financed; if a developer proposes to extend water and sewer to a property, it is the responsibility of the developer to pay the costs for extending those services.

Another way that development pays for the cost of extending new public facilities is through development fees. For example, the City of Sequim requires anyone who hooks up to the sewer or water system to pay a connection fee. This fee is put into a special account for the eventual planning and upgrade of the system, such as the sewer treatment facility. This connection fee is in addition to requiring the developer extend the actual collection or distribution lines.

This method of paying for public facility and service extension is based on three principles: (1) setting level of service standards for public facilities and services; (2) ensuring that public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy (called "concurrency"); and (3) requiring development to pay fees for the new facilities rather than rely solely on property taxes or grants to fund development of these public facilities.

31.03.120 Public facilities and services – Policies.

(1) *Parks and Recreation.*

(a) *Policy 1.* Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate.

(i) Encourage further development of saltwater access points for recreation, such as trails, boating, and passive uses.

(ii) Encourage further development of public access to freshwater areas, particularly the Dungeness River.

(iii) Existing managed public access to public forest lands for recreation should be maintained.

(iv) Encourage final development of the Olympic Discovery Trail and links from it to other parks and recreation facilities and schools.

(b) *Policy 2.* That portion of the Clallam County Parks and Recreation Plan, as now or hereafter amended, which relates to the Sequim-Dungeness region is hereby adopted as part of this Plan.

(c) *Policy 3.* Parks and recreation facilities necessary to support development shall be adequate to serve the development as identified in the County Capital Facilities Plan, as now or hereafter amended.

(2) *Schools.*

(a) [*Policy ~~No. 4~~*] New school facilities should locate within the Sequim urban growth area or Carlsborg rural commercial activity center where public facilities and services needed to support the school facilities (e.g., water, sewer, transportation, fire and police) can be efficiently provided.

(b) [*Policy ~~No. 5~~*] School facilities necessary to support development should be adequate to serve the development at the time the development is available for occupancy and use, or a financial commitment is in place to complete the improvements within six years without decreasing current service levels below established minimum standards.

(c) [*Policy ~~No. 6~~*] The County, City of Sequim, State of Washington and the Sequim School District should work cooperatively to identify funding sources needed for improvements to school facilities caused by new development.

(3) *Water.* Please see urban growth policies (CCC 31.03.290 et seq.) for specific reference to water service within the designated urban growth areas.

(a) [*Policy ~~No. 7~~*] Public water systems should be provided within designated urban growth areas, rural centers, rural villages, and rural commercial activity centers. Public or municipal water systems (i.e., PUD and City of Sequim) should be limited in rural lands to those areas

that can demonstrate water quantity limitations, water quality problems or hydraulic continuity to rivers and streams.

(b) [*Policy ~~No. 8~~*] Extension or the existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher density than that anticipated by a regional or subarea comprehensive plan.

(c) [*Policy ~~No. 9~~*] Level of service and facility standards should be developed by the water service provider, with standards set based on expected land use densities established by this plan.

(d) [*Policy ~~No. 10~~*] Water systems necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use.

(4) *Fire Protection.* *[(Policy ~~No. 11~~)]* Fire protection and suppression facilities in urban areas should receive first priority. Fire flow (e.g., fire hydrants) in rural areas should not be required of new development or extension of public water systems except for commercial/industrial uses and public facilities.

(5) *Other Governmental Services.* *([Policy ~~No. 12~~)]* Clallam County and other governmental service providers should continually monitor the population growth, age and other demographic characteristics of the population to determine the need for new or expanded services.

(6) *Sanitary Waste Disposal.* Please see County-wide Comprehensive Plan policies for specific reference to sanitary waste disposal within and outside urban growth areas.

Table 1. Public (Group A) Water Systems
Sequim-Dungeness Regional Planning Area

Map Number	Water System Name
20	Monterra
21	Solmar

Map Number	Water System Name
22	Estates
23	Olympic View
24	Sunshine Park
25	Cedar Grove (aka Spencers Mobile Home Park)
26	Clallam County PUD
27	Carlsborg Mobile Home Park
28	Sequim Valley Tracts
29	Parkwood Adult Community
30	Greenwood Acres/Dungeness Mobile Home Park
31	Dungeness Meadows
32	Mains Farm
33	Dungeness Bay Plat
34	Dungeness Beach Plat
35	Meadowbrook Village

Map Number	Water System Name
36	Brandt Point
37	Dungeness Beach
38	Dungeness Heights
39	Forest Ridge
40	Madrona Ridge
41	Woodland Heights
42	Jamestown
43	Sunland Shores
44	Sunland
45	Lee Water Conditional Use
46	North Olympic Vista
47	Deytona
48	City of Sequim
49	Palo Verde #2

Map Number	Water System Name
50	Flauras Acres
51	Still Road
52	Baywood Village
53	John Wayne Marina
54	West Sequim Bay
55	Sunshine Acres
56	Diamond Point
57	Clallam County PUD
Please see Figure 1 for location of the water systems identified in Table 1.	

31.03.130 Transportation – Inventory and analysis.

(1) *GMA Goals.*

(a) *Transportation.* Encourage efficient multimodal transportation systems ~~such as trails~~that will reduce greenhouse gas emissions and per capita vehicle miles traveled, ~~that~~and are based on regional priorities and coordinated with County and city comprehensive plans.

(b) *Public services and facilities.* Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development

is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(c) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(2) *Definition.* The transportation system is composed of air, water, and land transportation facilities and services, including highways and streets, paths, trails and sidewalks, transit, airports, and ports.

(3) *Circulation System.* The transportation and circulation system should function to serve the land use patterns established by the Comprehensive Plan. For example, rural areas should be served by a transportation system designed for rural uses while urban areas should be served by a circulation system designed to serve urban uses. The transportation system should also focus on connections, either between urban centers, such as from Port Angeles to Sequim, or Carlsborg to Sequim, or between different "modes" of travel, such as automobiles to public transit. Some parts of the circulation system in this area serve County-wide and State-wide interests, such as Highway 101, the Sequim Valley Airport, Olympic Discovery Trail, Old Olympic Highway, and boat launch/moorage facilities. It is imperative that the County-wide and State-wide interests are considered when making land use or facility decisions affecting these systems.

(4) *Land Use Coordination.* In the past, land use planning and transportation planning were not always coordinated. Developments were approved on roads without consideration to impacts on roads or better use of public transportation. Conversely, roads and highways were built in rural areas which encouraged conversion of rural areas into higher densities or commercial centers. The Clallam County Comprehensive Plan indicates that the transportation system should be consistent with the land use plan.

(5) *Level of Service.* Level of service standards are used ~~to serve as a gauge~~ to ~~judge~~ analyze the performance of the transportation system. When land use assumptions are made based on expected population growth and traffic demand, transportation engineers determine whether

the transportation system is capable of handling the increased demand by using these level of service (LOS) standards.

LOS standards are based on the average daily traffic (ADT) and characteristics of the area that the road serves (rural, suburban and urban). LOS standards indicate congestion or how free-flowing the traffic is. LOS standards do not indicate whether the road meets adopted County road (safety) standards.

The level of service established in the County-wide Comprehensive Plan for County roads, either in urban or rural areas is LOS "C." Level of service for State highways is LOS "D" for urban areas and tourist corridors, and LOS "C" for rural highways. Figure 5 indicates that all County roads are currently operating at or above these standards.

The forecast of future traffic on County roads in this plan is based on two (2) methods: projected population growth and build-out potential based on land use designations. The forecast of traffic and the impact on adopted LOS standards is used to determine if the transportation system is capable of handling the demand. If the system is not capable of handling the demand, the comprehensive plan must identify how the system will be improved and financed, or the land use plan must be revised to ensure that the minimum "level of service" standards are met.

Figure 6 indicates that the system is designed to accommodate the projected land use plan for this region, with some exceptions that should be monitored. Table 2 in this section, however, indicates that the system is not designed to handle the estimated build-out. The following roads show failure to meet LOS standards based on the build-out analysis: West Sequim Bay Road, Sequim-Dungeness Way, and Old Olympic Highway. At what date they fail to meet LOS standards depends upon growth rates. As can be seen in the table, portions of Old Olympic Highway and Sequim-Dungeness Way are already operating at LOS "C." This indicates that these road segments may fail to meet standards within a shorter period of time.

Table 2. LOS Analysis for County Roads (Build-out and Population Growth)

Road Name	Current LOS[1]	LOS Build-out[2]	LOS 2000 Pop.[3]	LOS 2010 Pop.	ADT Most Recent Count[4]	ADT 2000 Pop.	ADT 2010 Pop.	ADT Build-out	From Mile Post	To Mile Post
Old Olympic Hwy.	C	D	C	C	2,683	3,651	3,729	12,483	7.34	8.56
Old Olympic Hwy.	C	D	C	C	3,115	4,239	4,329	14,307	9.19	9.37
Old Olympic Hwy.	C	D	B	C	3,115	4,239	4,329	14,307	9.37	9.68
Sequim Dungeness Way	C	D	C	C	6,232	6,394	6,549	14,676	0.60	1.00
Sequim Dungeness Way	B	D	B	B	6,543	8,904	9,093	19,138	1.00	2.52
West Sequim Bay Rd.	B	E	B	C	1,804	2,159	2,554	18,204	0.00	1.20

1. Current LOS is analyzed using the Highway Capacity Manual.

Road Name	Current LOS[1]	LOS Build-out[2]	LOS 2000 Pop.[3]	LOS 2010 Pop.	ADT Most Recent Count[4]	ADT 2000 Pop.	ADT 2010 Pop.	ADT Build-out	From Mile Post	To Mile Post

2. LOS is determined based on future build-out with two considerations: vacant parcels and proposed land use densities within the plan.

3. LOS 2000 and LOS 2010 is based on projected population growth rates, not land use densities or vacant parcels.

4. ADT – Average Daily Traffic. Most Recent Count is anywhere from 1985 to 1993. The ADT for population counts are based on projected population growth rates.

(6) *Road Standards.* Level of service standards do not indicate that a County road meets minimum design standards. Design standards for County roads are set forth in RCW 35.83.030 and RCW 43.32.020. Those standards are as follows:

ADT	Below 150	150 – 400	401 – 750	751– 1,000	1,001 – 2,000	2,001 plus
Roadway Width	20 – 24 ft.	24 ft.	26 ft.	28 ft.	34 ft.	40 ft.
Lane Width	10 ft.	10 ft.	10 ft.	10 ft.	11 ft.	12 ft.

Based on these standards, Figure 7 indicates the County collectors and minor collectors with width deficiencies. As can be seen in this table, nearly all of the County roads in this region do not meet the adopted road width standards, even though they meet LOS standards.

Table 3 identifies segments of County roads which are 18 feet or less in width with over 125 average daily traffic (ADT). These roads do not meet minimum safety standards. The table also clearly outlines the discrepancy between using LOS standards and road width standards. For example, although Taylor Ranch Road is currently at LOS "A," and is projected to be LOS "B," it

clearly is deficient in road width (only twelve (12) feet). LOS measures how free-flowing a roadway segment is, but fails to recognize whether the road meets minimum safety standards.

Table 3. County Roads Less than Twenty (20) Feet in Width and over 125 ADT

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
Taylor Ranch Rd.	142	104	A	B	51464
Marshall Rd.	164	86	A	B	1438
~~Anderson Rd.~~	~~16~~	~~8~~	~~A~~	~~A~~	~~292~~
Chicken Coop Rd.	16	8	A	A	274190
Cline Spit Rd.	16	8	A	A	137256
~~Gehrke Rd.~~	~~16~~	4	~~A~~	~~A~~	~~148~~
Hendrickson Rd.	16	8	A	B	382268
~~Hooker Rd.~~	~~16~~	~~8~~	~~A~~	~~A~~	~~171~~
Jamestown Rd.	16	8	A	B	3425
Riverside Rd.	16	8	A	B	149255

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
~~Voice of America Rd.~~	~~16~~	~~18~~	~~B~~	~~B~~	~~1,106~~
~~Ward Rd.~~	~~16~~	~~8~~	~~A~~	~~A~~	~~224~~
~~3rd Ave.~~	~~18~~	~~10~~	~~B~~	~~B~~	~~789~~
Anderson Rd.	18	6	A	A	302~~292~~
Atterberry Rd.	18	~~6~~8	B	B	738~~662~~
Barr Rd.	18	~~6~~8	A	B	49~~016~~
Beach Dr.	18	~~6~~2	A	A	74~~125~~
~~Blue Mountain Rd.~~	~~18~~	~~6~~	~~A~~	~~A~~	~~153~~
~~Brackett Rd.~~	~~18~~	~~6~~	~~A~~	~~B~~	~~359~~
~~Cameron Rd.~~	~~18~~	~~6~~	~~A~~	~~A~~	~~219~~
~~Chicken Coop Rd.~~	~~18~~	~~6~~	~~A~~	~~A~~	~~228~~
Clark Rd.	18	6	A	A	13~~259~~
Discovery Way	18	~~6~~2	A	A	31~~138~~

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
Evans Rd.	18	8	A	B	1144~~533~~
~~Gehrke Rd.~~	~~18~~	~~8~~	~~A~~	~~B~~	~~481~~
Happy Valley Rd.	18	6	A	B	401~~328~~
Hendrickson Rd.	18	~~1~~6	B	C	3821~~,262~~
Hog Back Rd.	18	6	A	A	484~~160~~
Jamestown Rd.	18	6	A	B	467~~325~~
~~Keeler Rd.~~	~~18~~	~~6~~	~~A~~	~~B~~	~~167~~
Kirk Rd.	18	6	A	A	195~~204~~
Lewis Rd.	18	6	A	A	475~~324~~
~~Listolsen Rd.~~	~~18~~	~~6~~	~~A~~	~~A~~	~~200~~
~~Lotzgesell Rd.~~	~~18~~	~~10~~	~~B~~	~~B~~	~~868~~
MacLeay Rd.	18	6	A	A	552~~269~~
Marine Dr.	18	6~~10~~	B	B	430~~885~~

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
Marine Dr.	18	610	B	B	504976
McComb Rd.	18	6	A	B	332
Medsker Rd.	18	6	A	B	630353
Mill Rd.	18	16	B	C	1,049
Miller Rd.	18	68	A	C	97539
Monterra Dr.	18	2	A	A	125
Old Blyn Hwy.	18	8	A	B	488
Olsen Rd.	18	6	A	A	200
Palo Alto Rd.	18	68	A	A	332485
Pinnell Rd.	18	68	A	B	47910
Port Williams Rd.	18	16	B	C	1,694
Roupe Rd.	18	6	A	A	17797
Runnion Rd.	18	68	B	B	928729

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS Build-out	ADT – Most Recent Count
Schmuck Rd.	18	6	A	B	31404
Secor Rd.	18	6	A	B	331203
~~Sequim-Dungeness Way~~	~~18~~	~~16~~	~~B~~	~~C~~	~~1,117~~
Shore Rd.	18	6	A	A	435302
Silberhorn Rd.	18	610	B	C	1130798
~~Spath Rd.~~	~~18~~	~~8~~	~~A~~	~~B~~	~~406~~
Towne Rd.	18	~~1~~6	B	C	9741,020
~~Vautier Rd.~~	~~18~~	~~8~~	~~A~~	~~B~~	~~452~~
Washington Harbor Rd.	18	610	B	C	880777
Wheeler Rd.	18	6	A	A	172227
~~Woodcock Rd.~~	~~18~~	~~6~~	~~A~~	~~A~~	~~185~~

(7) *Private Roads.* The transportation system in the Sequim-Dungeness region also includes private streets and easements, often unimproved, designed to serve lots within short plats and surveys. A mechanism to upgrade these roads to land division and fire protection minimum

standards should be in place to assist property owners developing property which does not directly abut a public street.

(8) *Alternative Solutions.* Solutions to transportation deficiencies may include incentives to change patterns of transportation behavior, such as car pooling rather than single occupancy vehicles, and enhancements to alternative modes of transportation that would be efficient and less costly to maintain, such as transit, bicycle lanes, and trails.

31.03.140 Transportation policies.

(1) *Policy 1.* Preserve and enhance the Highway 101 corridor for regional mobility of goods, services and passengers.

(a) Encourage the Washington State Legislature and Washington State Department of Transportation to complete the improvements to the Highway 101 corridor as outlined in the Final Environmental Impact Statement for the Palo Alto to O'Brien Road corridor.

(b) Designate the Sequim Bypass as a transportation corridor in the comprehensive plan and ensure that any new development or land divisions are not in conflict with this designation. (See Figure 4.)

(c) Work with the Washington State Department of Transportation and other agencies to ensure that Highway 101 meets the goal that the corridor function regionally for the mobility of goods, services and passengers.

(d) ~~Adopt development regulations~~ Continue to prohibit~~ing~~ new access to Highway 101 when access to County/City roads is available or when shared access points are available.

(e) Highway 101 should have adequate shoulders for bicyclists. Storage facilities for bicycles should be available in conjunction with transit shelters along the corridor.

(f) Plan P~~p~~edestrian facilities (sidewalks or paths) ~~should be planned~~ along the Highway 101 corridor through Carlsborg and Sequim with connections to the Olympic Discovery Trail.

(g) Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in Sequim and Carlsborg, and at the intersections of County arterials and Highway 101.

(h) Passing lanes should be planned along the highway corridor in rural areas.

(i) ~~The proliferation of s~~Stoplights on Highway 101 should be discouraged.

(2) *Rural and Urban Roads.*

(a) *~~[~~Policy ~~No. 2.]~~* ~~With the completion of Cays Road and Anderson Road extension projects, the circulation system of County roads in rural and resource land areas should be considered completed for this planning area.~~ The County should not pursue new County roads except in those circumstances where roads are built within subdivisions with private funds and then turned over to the County for maintenance.

(b) *Policy 3.* Improve circulation patterns around the City of Sequim.

(i) Improvements to access Highway 101 from the area north of Sequim should be made, including increasing the capacity of Port Williams to Brown Road, and Hendrickson to Priest Road with shoulders sufficient for bicycles and connection to the Olympic Discovery Trail.

(ii) Improvements to the circulation pattern within the City of Sequim urban growth area should be made, including consideration of interim measures to reduce congestion until the Sequim Bypass is constructed, and the improvement of Sequim Avenue south to Happy Valley Road.

(iii) Monitor growth on West Sequim Bay Road and the need to improve the road to meet LOS standards. The County should not permit new urban development within the City of Sequim to access onto the County road if the road fails to meet LOS or safety standards.

(c) *~~[~~Policy ~~No. 4.]~~* Improve circulation patterns within the Carlsborg rural commercial activity center, particularly to ensure minimal congestion caused by industrial and commercial development in the area.

(d) *~~[~~Policy ~~No. 5.]~~* Prioritizing roads and road segments for improvements shall be established within the Six-Year Transportation Improvement Plan (TIP), which shall be

reviewed on an annual basis to evaluate road improvement and identification of funding sources needed to achieve the identified projects. The following road improvements have been identified based on LOS standards, improved circulation, and road width and safety standards. The roads are listed in approximate order of importance:

- Old Olympic Highway (finish widening)
- Cays Road (extension)
- Brown Road (widening)
- Port Williams Road – from Sequim-Dungeness Way to Brown Road (widening)
- Sequim-Dungeness and Woodcock (intersection improvements, widening, shoulders)
- Kendall-Hendrickson-Priest Road (widening, shoulders)
- Diamond Point Road (intersections, curves and widening for pedestrians and bicyclists)
- West Sequim Bay (widening)
- Evans Road (widening within urban growth area)
- Happy Valley Road (curves near Johnson Creek and River Road to 3rd Avenue)
- Runnion/Heath Road (intersection)
- Washington Harbor (curves, shoulders, ditches)
- Palo Alto (curves, width near 101)
- Spath Road (widening)
- Sherbourne (curves, shoulders)
- Hooker (101 south 1-1/2 miles)
- Marine Drive (guardrails, shoulders)

(3) *Road Standards.* Please see County-wide Comprehensive Plan for adopted County Road standards.

(a) [*Policy ~~No. 6.~~*] Improvements to County roads should consider the rural character of the Sequim-Dungeness Valley. Needed safety improvements should be the minimum necessary to address the safety problem, particularly in rural areas where country roads enhance the character of the area, as well as being a deterrent to speeding. In rural areas, limit the number of access points to County roads in order to limit impediments to traffic and to maintain open space qualities.

(b) [*Policy ~~No. 7.~~*] When County roads are rebuilt in this area, forecasts of future traffic should be based on the following principles:

(i) If the County road is on the regional transportation network (see Peninsula Regional Transportation Planning Organization – PRTPO), the road should be designed to accommodate transportation growth rates within the PRTPO plan.

(ii) If the County road is not on the regional transportation network, the road should be designed based on 50 percent of potential build-out as indicated in the land use plan.

(c) [*Policy ~~No. 8.~~*] Private road standards should allow for flexibility while meeting minimum safety requirements for emergency vehicles, except in those circumstances where it is in the best public interest to develop a public road. Right-of-way standards, improved widths, and surfacing of private roads should not be required at the same standard as public roads. The use of road improvement districts (RIDs) should be encouraged to equitably share the cost of upgrading private roads to land division and fire protection minimum standards.

(4) *Paths, Trails and Sidewalks.*

(a) [*Policy ~~No. 9.~~*] Nonmotorized travel should be promoted within the Sequim-Dungeness area for multipurpose recreation and transportation trails for users of all abilities.

(b) [*Policy ~~No. 10~~*]. Encourage development of a path or trail connecting Sequim and Carlsborg, preferably in conjunction with the Railroad Bridge Park.

(c) [*Policy ~~No. 11.~~*] A path, trail or sidewalk accommodating nonmotorized travel shall be required along Highway 101, County arterials, major collectors within urban growth areas or rural commercial activity centers, and within walking distance of school facilities.

(5) *Policy 12.* The following are the designated bicycle routes. All roads on a designated bicycle route should have a minimum improved shoulder width of three to five feet, depending on the speed limit of the road.

- Highway 101
- Old Olympic Highway
- Port Williams Road (from Sequim-Dungeness to Brown Road)
- Brown Road
- West Sequim Bay Road
- Old Blyn Highway
- Sequim-Dungeness Way
- Lotzgesell Road
- Kitchen-Dick Road
- Diamond Point Road.

(6) *Multimodal.*

(a) *[Policy ~~No.~~ 13.]* First priority for transit service and facility improvements should be for designated urban growth areas, rural commercial activity centers and routes along the regional transportation system.

(b) *[Policy ~~No.~~ 14.]* Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in Sequim and Carlsborg, and at the intersections of County arterials or collectors and Highway 101. Design park-and-ride lots with transit shelters and bicycle storage facilities on site.

(7) *Airports.*

(a) *[Policy ~~No.~~ 15.]* Ensure that land uses adjacent to the Sequim Valley and Diamond Point Airports are compatible with the continued use of the airports for air transportation needs of the region.

(b) [*Policy ~~No.~~ 16.*] Provide adequate roadway connections between the Sequim Valley Airport and the existing major arterial streets, roads and highways serving the airport. Ensure that there are public transportation connections to the Sequim Valley Airport.

(8) *Level of Service.*

(a) [*Policy ~~No.~~ 17.*] The minimum acceptable level of service (LOS) standard for County roads in both rural and urban areas shall be LOS "C," using standard rating methodology.

(b) [*Policy ~~No.~~ 18.*] New development, such as land divisions and nonresource uses (other than forestry, agriculture, fisheries) should not be allowed unless served by a County road meeting the following minimum standards:

(i) Surface width: 16 feet;

(ii) Grade: 12 percent maximum.

(9) *Financing.*

(a) [*Policy ~~No.~~ 19.*] Place a high priority on investment and expenditure of limited public funds in the transportation system in urban growth areas and limit investment and expenditure in rural areas to arterial development connecting communities and neighborhoods. For public facilities that do not meet the designated LOS, a coordinated effort to support implementation measures will be in place with the County and Sequim as appropriate.

(b) [*Policy ~~No.~~ 20.*] The existing transportation system should be maintained before expenditure of limited public funds on expanded facilities.

(c) [*Policy ~~No.~~ 21.*] Traditional funding sources should continue to be the primary funding source pay for improvements to County roads in the region.

(d) [*Policy ~~No.~~ 22.*] The County shall require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards or for developments expected to increase demand, such as average daily traffic (ADT), by more than 50 percent over current demand.

31.03.150 Affordable housing– Inventory and analysis.

(1) *GMA Goal.* Encourage the availability of affordable housing to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(2) *Definition.* ~~Affordable housing~~Housing affordability is ~~typically~~ broken into ~~three~~ categories based on household or family income. Because of the increase in housing values in the past five years, all three categories of affordable housing are desired within the planning area. The categories of extremely low, very low, low, and moderate income households are defined in this chapter.

~~• Very low income – those families earning below 50 percent of County-wide median income can afford to spend 33 percent on rent or sale price;~~

~~• Low income – those families earning 50 to 80 percent of County-wide median income can afford to spend 33 percent on rent or sale price;~~

~~• Moderate income – those families earning 80 to 95 percent of County-wide median income can afford to spend 33 percent on rent or sale price.~~

(3) *Cost of Housing.* Recent trends show that the average home price is greater than what a median income family can afford. Manufactured housing, on the other hand, had an average value of $42,000. Manufactured housing on leased lots (e.g., mobile home parks) can be an affordable option.

(4) *Affordable Housing Types.* The types of affordable housing available within the Sequim-Dungeness area include:

- Multifamily in Sequim;
- Mobile home parks, such as Parkwood, Green Acres, etc.;
- Housing developments, such as Monterra which have manufactured housing;
- Housing developments with small lot sizes, such as Solmar and Sunshine Acres; and
- Accessory housing, such as converted basements and guest houses.

(5) *Regulations.* Additional regulations and costs for public services and facilities can drive up the cost of housing. Limiting densities in rural areas may make the area more exclusive, which could raise property values and thus, property taxes.

Flexible zoning techniques could lower the cost of some property. Rather than establishing minimum lot sizes in rural areas, land divisions could be based on maximum residential density. This way, a landowner might be able to place lots closer to required services, such as roads and electricity, thus lowering the cost for development of the lots.

31.03.160 Affordable housing – Policies.

(1) *Policy 1.* Flexible zoning techniques, cluster housing (provided adjacent property owners are protected from adverse impacts), and transfer of density on a parcel should be allowed in order to lower the cost of land for affordable housing opportunities. All types of housing opportunities, including multifamily, should be allowed in approved planned unit developments.

(2) *Policy 2.* Multifamily developments should be allowed within urban growth areas, rural centers and rural commercial activity centers.

(3) *Policy 3.* Employee housing should be encouraged in commercial and industrial zoning districts.

(4) *Policy 4.* The County should place a high priority on provision of infrastructure to serve high density housing development in urban growth areas and should consider partially subsidizing infrastructure costs to low-income affordable housing projects.

(5) *Policy 5.* The County should ensure that development standards do not discourage the provision of affordable housing.

(6) *Policy 6.* Allow higher urban density housing construction outside urban growth areas, including multifamily, in areas identified as rural centers, rural commercial activity centers and rural villages.

(7) *Policy 7.* The County should ensure that sufficient lands are designated within urban growth areas for the provision of high density and affordable housing development.

(8) *Policy 8.* Retention and development of mobile home parks within urban growth areas should be encouraged.

31.03.170 Economic development – Inventory and analysis.

(1) *GMA Goal.* Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.

(2) *Outlook.* The economy of Clallam County and the Sequim-Dungeness regional planning area has changed dramatically in the last 20 years. Twenty years ago, the area relied heavily on the agriculture and forestry industry. Conversion of farmlands into residential development and changes in forest management have caused the area to look more toward tourism, recreation, residential development and retail for its economic future. Light manufacturing and medical services also can play a vital role in the future.

Commercial and industrial development has and will continue to play a vital role in the economic development of the region. Commercial development, particularly retail, has expanded considerably in the last 10-year period. Industrial or manufacturing type jobs, however, have not flourished. Manufacturing is an important part of an economic development strategy: the jobs are family wage income, far exceeding service type jobs, and the sale of manufactured goods outside the region represent new dollars recruited within the local community. Both commercial and industrial development requires suitable locations, appropriately zoned, and with the necessary infrastructure.

The total industrial land base ~~is equivalent to approximately three and one-half acres per 1,000 population. This is below national averages – 8.3 acres per 1,000 population, and far below the averages within the Port Angeles region – 35 acres per thousand~~for the Planning Region primarily includes the Carlsborg Industrial Park and the Battelle Memorial Institute Campus. The 2025 Land Capacity Analysis (LCA)(Appendix L) shows that combined, these areas have a total of 45.8 acres of available development capacity. With a calculated Employees-Per-Acre (EPA) ratio of 7.9 (LCA, 2025), these areas have the potential to employ an additional 361 employees at full development. In contrast, the 2025 LCA shows that the combined

employment allocation for the Carlsborg UGA (88 employees), unincorporated Sequim UGA (147 employees) and the remainder of the unincorporated region (143 employees) is 378 total employees over the 20-year planning horizon. Although regional commercial zoning easily makes up the difference for employment purposes, consideration should be given to the expansion of existing industrial areas in order to promote business development with living-wage potential. ~~Maintaining, or i~~Increasing the industrial land base for future economic growth will be a difficult challenge.

31.03.180 Economic development – Policies.

(1) *Policy 1.* All levels of government should encourage economic development by providing water, sewer, and transportation infrastructure, appropriate land use designations (e.g., zoning) and encouraging new businesses to locate in those areas. Improvement costs should be paid through bonds, local improvement districts, and real estate excise taxes and repaid by the developer over time. The cost of connection to these systems needs to be carefully considered as excessive fees can discourage economic growth.

(2) *Policy 2.* Commercial and industrial land use designations should allow mixed uses in order to encourage more opportunities to site a business. For example, light manufacturing should be allowed in commercial areas while retail should be allowed in industrial areas.

(3) *Policy 3.* One hundred additional acres of industrial land should be identified through the 20-year planning process in the Sequim-Dungeness region as a goal toward achieving an appropriate ratio of industrial land use to residential population; national averages should be used as a benchmark. The first priority for location of new industrial land is within the City of Sequim urban growth area.

(4) *Policy 4.* Existing areas designated for industrial development and/or manufacturing, including lands within Sequim, Carlsborg and Sunshine Acres, must be assured of continued development through development regulations, and if necessary, urban growth area designations.

(5) *Policy 5.* Rural areas should allow research or campus-like business parks. Standards should be developed to ensure that these facilities do not cause adverse impacts, such as increased traffic, noise or pollution.

(6) *Policy 6.* The quality of the environment should be protected in order to attract tourists and new business which desire to locate in a quality environment enjoyed on the Olympic Peninsula.

(7) *Policy 7.* Recreational developments which provide attractions to tourists and citizens in the area should be encouraged. Examples of appropriate developments would include golf courses, shoreline access, parks, trails, and destination resorts. Existing tourist attractions, including the Dungeness National Wildlife Refuge, the Olympic Discovery Trail, and Cline Spit, should be maintained for public access and enjoyment.

(8) *Policy 8.* Resource-based industries should continue to be supported, including conservation of forest and agricultural lands, and processing of raw materials.

(9) *Policy 9.* Clallam County should ensure that land use plans and regulations provide an environment conducive to business development, consistent with economic goals and objectives and protection of the public health, safety and welfare.

31.03.190 Open space and the environment – Inventory and analysis.

(1) *GMA Goals.*

(a) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(b) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities such as the Olympic Discovery Trail, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks with links to the Olympic Discovery Trail.

(c) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(d) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas

emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(2) *Land Use.* The Sequim-Dungeness region contains a diverse array of open spaces: pasture lands, hayland and cropland, forest land, wetlands and river corridors. There are over 13,000 acres of land used for crop, hay and pasture. Over 100,000 acres are in forest land, including State and federal lands. Urban lands account for slightly over 2,000 acres within the City of Sequim and Sunland. Rural lands account for over 10,000 acres in the region.

(3) *Water.* Water plays a vital role in the quality of life, culture, past and future development of the region. Irrigation is critical to continued agricultural production. There are six irrigation diversions and nine irrigation districts with over 97 miles of ditches, all originating from the Dungeness River. Groundwater in this area is susceptible to the stresses of increasing contamination and withdrawal, and in need of special consideration as land uses change and management regimes are developed. Groundwater is also recharged in some places by irrigation ditches. Withdrawal of groundwater can impact stream flows of rivers and creeks. Wetlands occur throughout the area, although larger areas are concentrated along the Dungeness River, Gierin Creek and along the saltwater shorelines. The Dungeness River is subject to devastating floods and, other than coastal floods, is the area most prone to flooding in the region.

(4) *Air and Noise.* Air quality and noise can be additional environmental problems in the Valley. Industrial land uses can cause air quality and noise related problems, particularly in the residential areas. Since a residential use is a primary land use in the Valley, measures to ensure maintenance of air quality and noise standards could be important.

(5) *Watershed Planning.* Clallam County and other resource agencies have completed and adopted several watershed planning efforts in this area. Adopted plans include the Sequim Bay Watershed Management Plan, Dungeness River Watershed Management Plan, Sequim-Dungeness Groundwater Protection Strategy, Dungeness-Quilcene Water Resources Management Plan, Dungeness River Flood Control Management Plan and the Dungeness River Greenway Plan. The County is also working on a pilot project on wetland functional assessment in this planning area (State Wetland Integration Strategy – SWIS) and has a watershed restoration grant from the Jobs for the Environment Project.

31.03.195 Open space and the environment – ~~Conservation P~~policies.

(1) *General. (Policy 1).* Conserve and protect the environmental attributes of the Sequim-Dungeness region that characterize the quality of life for residents of both the area and the State of Washington.

(a) Protect wetlands, shorelines and other water resources beneficial to fisheries, wildlife, recreation and public use. Achieve this policy through education and enhancement of resources and through regulation of appropriate uses, buffers and activities.

(b) Adopt and implement drainage and erosion control standards for new development in order to protect water quality and prevent impacts to water quantity (e.g., flooding).

(c) Encourage public acquisition of lands of outstanding habitat or open space value, particularly those lands that are threatened by encroaching development.

(d) Support development of the Miller Peninsula State Park, balancing between maintaining the environmental attributes of the site and surrounding properties with the need for active recreational opportunities, developing connecting links to the Olympic Discovery Trail for non-motorized access.

(2) *Corridors. (Policy 2).* Encourage the maintenance and enhancement of open space corridors, greenbelts and greenways, and non-motorized trails in the Valley.

(a) In forested areas such as Diamond Point, limit the number of access points to County roads in order to maintain a greenbelt along the road.

(b) Encourage the beautification of development along the Highway 101 corridor through landscape guidelines and through the control of signage, including the prohibition of billboard construction and the eventual removal.

(c) Designate open space corridors that provide linkages for wildlife and fisheries and protect these corridors through education, enhancement and regulations. See Figure 8 for designated habitat corridors.

(d) Conserve and enhance the Dungeness River as a greenway corridor for the benefit of fish, wildlife, flood protection, people and open space.

(e) Conserve the corridors of Siebert's Creek, McDonnell Creek, Cassalery Creek, Bell Creek, Johnson Creek, Jimmycomelately Creek, Gierin Creek, Matriotti Creek, Meadowbrook Creek, and Cooper Creek for the benefit of fish and wildlife.

(f) Encourage further development of non-motorized trails to link natural resource land and water to the Olympic Discovery Trail.

(3) *Recreation. ([Policy ~~No. 3~~)]* Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate and complementary to the natural and cultural characteristics of the area.

(a) Encourage further development of saltwater access points for recreation, such as trails, boating, and passive uses.

(b) Maintain existing access points for recreation, including the Dungeness Spit.

(c) Encourage further development of public access to freshwater areas, particularly the Dungeness River.

(d) Existing managed public access to public forest lands for recreation should be maintained.

(4) *Water Quality. ([Policy ~~No. 4~~)]* Maintain and improve water quality to support fish resources, irrigation, recreation, wildlife habitat, domestic and industrial water supplies.

(a) Minimize pollutants in drinking water, industrial, commercial, agricultural and stock water supplies. Focus efforts on sources of bacteria, chemicals, nutrients, and sediment.

(b) Protect and restore the natural ecosystem functions of aquatic and riparian areas.

(c) Maintain the harvestability of commercial and recreational shellfish and protect and/or improve shellfish habitat.

(5) *Land Use.*

(a) *([Policy ~~No. 5~~)]* Ensure that land uses and densities allowed in rural areas are consistent with the need of area neighborhoods for open spaces, wildlife, peace and quiet, and the capacity of the land and water resource to handle development.

(i) Set rural land use patterns based on identified geographic neighborhoods and taking into account the local availability of water and land area for wastewater treatment.

(ii) Discourage or prohibit higher densities adjacent to ~~significant fisheries or wildlife habitat~~fish and wildlife habitat conservation areas, near wetlands and other environmentally sensitive areas, on poorly drained soils, or on steep slopes.

(iii) Protect air quality and minimize noise impacts from industry and other uses in rural areas.

(b) *[(Policy ~~No. 6~~)]* Minimize the public costs and potential dangers associated with inappropriate development in frequently flooded areas, geologically hazard areas, wetlands, fish and wildlife conservation habitat areas, and areas with a critical recharging effect on aquifers.

(i) Development should occur on the most environmentally suitable and naturally stable portion of a development site.

(ii) Preserve natural flood control and stormwater storage from alterations to drainage or stream flow patterns.

(iii) Encourage enhancement, restoration and creation of biological and ecological functions of wetlands and habitat areas.

(6) *Groundwater. ([Policy ~~No. 7~~)]* Pursue appropriate groundwater protection programs and coordinate groundwater with surface water quality protection, as well as efforts to resolve ground or surface water quantity issues.

(a) The quality and quantity of the shallow groundwater aquifer should be protected as it affects recharge of streams, estuaries and deep aquifer systems. The quality and quantity of the deep aquifer system should also be protected, especially for drinking water.

(b) Clallam County should work with State agencies to reduce the disincentives for establishing community water systems. Community water systems should be provided in areas with particular susceptibility to quality or quantity problems.

(7) *Watershed Plans. ([Policy ~~No. 8~~)]* Clallam County should continue to work towards implementation of watershed management plans and other special area studies which

enhance our understanding of environmental and open space resources of the planning area and ways to conserve those resources.

(8) *Water Resources.*

(a) [*Policy ~~No.~~ 9.]* Municipal and residential water supplies should be directed to locations and depths so as to minimize the risk of hydraulic continuity, or where the water withdrawal does not cause impacts on in-stream flow requirements for fish.

(b) [*Policy ~~No.~~ 10.]* Water should be used from the hydrologic unit from which it is derived, and water resources should be kept within the region.

(c) *[Policy ~~No.~~ 11.]* Conservation and efficiency strategies for water resources should be developed and implemented region-wide to provide the most efficient use of all water resources.

(9) *Marine Shorelines. ([Policy ~~No.~~ 12])* Clallam County shall preserve the scenic, aesthetic and ecological qualities of the marine shorelines of Clallam County, in harmony with those uses which are deemed essential to the life of its citizens. Clallam County shall implement marine resource goals through the Clallam County Shoreline Master Program and/or Critical Areas Ordinance, as now or hereafter amended.

31.03.220 Agricultural land – Inventory and analysis.

(1) *GMA Goals.*

(a) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(b) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(c) *Open space and recreation.* Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource

lands and water, and develop parks and recreation facilities.~~Encourage the retention of open space and development of recreational opportunities such as non-motorized trails; conserve fish and wildlife habitat; increase access to natural resource lands and water, such as non-motorized trails; and develop parks.~~

(d) *Property rights.* Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(2) *Definition.* The Growth Management Act defines "agricultural land" as land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, finfish in upland hatcheries, or livestock, and that has long-term commercial significance for agricultural production.

The Growth Management Act defines "long-term commercial significance" to include the growing capacity, productivity, and soil composition of the land for sustained commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense uses of the land.

(3) *Resource Base.* The agricultural resource base in Clallam County, and particularly the Sequim-Dungeness region, is at a crucial turning point. During the period of time from 1955 to 1978, the Census of Agriculture shows a loss of over 47,000 acres of farmland in the County, the vast majority of which was located in the Sequim-Dungeness region. Additional losses of agricultural land have occurred since that time.

In 1992, Clallam County adopted interim designation and conservation regulations to conserve agricultural lands. These regulations designated approximately 7,500 acres of land as agricultural. Development within these designations was allowed if developed in a cluster pattern (30 percent development/70 percent farm). These interim measures were successful in discouraging additional loss of agricultural lands to nonagricultural use.

As the total resource base declines for agricultural use, the viability of the remaining agricultural lands for long-term commercial production also declines. With less land being farmed, equipment suppliers, and other support services also decline. The days where the

Sequim-Dungeness Valley was a major agricultural base, with numerous dairies and other agricultural business, is now unfortunately only a part of our history.

(4) *Development Pressures.* The remaining agricultural land in the Sequim-Dungeness region continues to be subject to development pressures, even with the interim regulations adopted in 1992. Despite regulations, existing agricultural land can be converted, either by selling existing "vested" five-acre survey developments, or clustering the development and converting at least 30 percent of the land.

Before 1993, Clallam County did not regulate divisions of land over five acres in size. As a result of several planning and zoning initiatives, many of the agricultural landowners legally divided their land into five-acre parcels ("vested" lots). These five-acre parcels may be sold at any time despite the land being zoned for agricultural uses. Thus, it is impossible to ensure long-term commercial agricultural production on these lands. It is estimated that 50 percent of the lands designated for agricultural land use in 1992 have already been legally divided into five-acre parcels.

Interim cluster development regulations required large density incentives to encourage landowners to cluster development rather than sell five-acre parcels. Issues relating to the densities allowed in agricultural cluster developments and the viability of farming the remaining open space have been raised by the public and the agricultural community. If cluster development patterns are to succeed, the density in the cluster cannot cause a drastic change in the character of the surrounding area and the remaining farmland has to be large enough to be commercially viable.

There have been other nonresidential pressures for agricultural land, most notably active recreation such as golf courses. With the increase in population and the recent closure of some private golf courses to the public, there has been increased pressure to allow golf courses on agricultural land.

(5) *Open Space.* Although it is recognized that agricultural lands do play a significant role in our local economy and lifestyle, these lands may play a greater role as open space for the enjoyment of the public, preservation of the remaining rural character of the Sequim-Dungeness Valley, and as wildlife habitat. If the agricultural lands are viewed as open space, then consideration to other open space uses like golf courses might be made.

(6) *Public Interest.* During the regional planning process, citizens of the Sequim-Dungeness region have indicated a strong interest in conserving agricultural lands, open space and the quality of the environment. This issue has, and will continue to be, a very emotional discussion between property owners and the general public. It is unquestionable that the remaining agricultural lands in the area play a vital component in maintaining the rural character of the Valley. However, the interest of the general public over the interest of the private property owner must be carefully considered. This plan cannot diminish the goal to protect property rights.

(7) *Conservation Alternatives.* Conservation of agricultural lands could be accomplished through several alternatives:

- Public acquisition or transfer of development rights; and/or
- Regulation of property, restricting land to agricultural uses or cluster developments; and/or
- Incentives, such as taxes, flexible zoning techniques, technical assistance.

(8) *Development Rights.* There are several ways to acquire the development rights, purchase those rights or transfer the rights to other properties. This plan pursues the concept of purchasing those rights.

The purchase of development rights occurs when the public acquires the rights held by the property owner to develop the land while the owner maintains the right to utilize the land for agricultural purposes. Once the public has purchased the development rights of the property, title to those rights no longer remains with the property owner and the agricultural nature of the land is preserved. The public purchase of development rights should provide more assurance that agricultural lands will be conserved forever than the use of traditional regulatory measures.

Other options available to local governments for conservation of agricultural lands and open space are special property tax laws (conservation futures) or real estate excise tax. Conservation futures authorize an assessment of $0.0625 per $1,000 of assessed valuation, which would have generated $133,800 in revenue in 1994. This tax does not require voter approval and could be used as the source for issuance of bonds approved by the Board of Clallam County Commissioners. Real estate excise taxes include an option for a voter-approved

one percent tax on the transfer of property for the purpose of acquiring conservation areas, which would have resulted in $1,200,000 in revenue in 1993.

(9) *Finfish Hatcheries.* In 1994 the State amended the definition of agricultural land to include finfish in upland hatcheries. This planning area has finfish hatcheries at Hurd Creek and the Dungeness River. The Hurd Creek hatchery is susceptible to incompatible adjacent residential land uses which might affect water quality, and the Dungeness hatchery might be susceptible to upper watershed disturbances from sedimentation, siltation and other water quality problems.

31.03.230 Agricultural land conservation – Policies.

(1) *Findings. ([Policy ~~No. 1~~)]* There are agricultural lands of long-term commercial significance in parts of the Sequim-Dungeness planning area.

(2) *Conservation Strategy. ([Policy ~~No. 2~~)]* Maintain, enhance and conserve productive agricultural lands through the following means:

- Continue to provide tax incentives (open space or current use assessments);
- Continue to provide technical assistance, such as resource conservation plans prepared by the Clallam Conservation District or Natural Resource Conservation Service;
- Allow and encourage small-scale agricultural uses within both rural and urban areas;
- Provide incentives to cluster development on the least productive soils and conserve remaining land for continued agricultural use;
- Discourage incompatible uses on adjacent lands, through increased setbacks, limits on utility extensions in agricultural areas, right-to-practice agriculture ordinances, and notification to residential landowners of potential incompatible uses;
- Work towards long-term (i.e., permanent) conservation through public and/or private purchase of development rights; and
- Clallam County has demonstrated its willingness to provide for long-term preservation of resource lands and the County shall be willing to consider additional resource land

purchases as landowner opportunities arise and the public indicates their strong preference for additional land purchases.

(3) *Final Regulation.*

(a) ~~[~~*Policy ~~No. 3.~~]* Land meeting the following criteria is designated as agricultural on the land use map and as an agricultural retention zone on the zoning map:

(i) *Soil Criteria.*

(A) The soil capability class is I, II, and includes the Agnew Soil Series which is a Class III; or

(B) The soil capability class is III and IVs if within an irrigation district or if irrigated; or

(C) The soil capability class is Vw (if drained) or Vlw (if drained), subject to the regulations of the ~~critical area regulations~~Critical Areas Ordinance;

(ii) The property does not now have access (hookup rights) to municipal sewers;

(iii) The property has a minimum net farmable parcel size of fifteen (15) acres, including land under contiguous ownership (such as five (5) acre survey parcels);

(iv) The property is usually found in a large contiguous block of agricultural use (minimum of forty (40) acres);

(v) The property is not within a designated urban growth area;

(b) ~~[~~*Policy ~~No. 4.~~]* Development regulations shall provide for an agricultural retention zoning district with the following provisions and considerations:

(i) Conserve agricultural lands through land use regulations utilizing agricultural retention developments (twenty-five (25) percent maximum development area/seventy-five (75) minimum farm area). The regulations shall contain the following provisions:

(A) Residential base density in agricultural zones shall be one dwelling unit per sixteen (16) acres if a conventional development pattern of sixteen (16) acre lots is utilized or one dwelling unit per five (5) acres plus a density bonus if a cluster

development pattern is utilized. Properties in an agricultural retention zone which have previously divided consistent with the land division ordinance to parcel sizes of approximately five (5) acres or less and are being recombined into a contiguous parcel of a size capable of qualifying for an agricultural retention development shall be able to utilize all of the available residential base density plus density bonuses on-site in an agricultural retention development site or they may transfer development rights to a nonagricultural property. Properties in an agricultural retention zone which have not previously divided to parcel sizes of approximately five (5) acres or less shall be able to utilize a base density of one home per sixteen (16) acres in an on-site agricultural retention development with the remaining one home per five (5) acre base density plus density bonus available for transfer of development rights or for purchase of development rights.

(B) A fifty (50) percent density bonus should be provided for landowners pursuing a cluster development pattern in order to provide an incentive to those owners of contiguous five (5) acre lots (2,300 acres of the agricultural designation) to recombine those lots to a minimum lot size of sixteen (16) acres for the purpose of establishing an agricultural retention development. The fifty (50) percent density bonus may be utilized on-site for a cluster development where previously divided parcels of approximately five (5) acres or less are being recombined into a contiguous parcel size capable of qualifying for an agricultural retention development (sixteen (16) acre minimum size). The fifty (50) percent density bonus for all other lands within the agricultural retention zone may only be utilized outside of the agricultural retention zone through a transfer of development rights to a designated receiving zone or may be extinguished through the purchase of development rights.

(C) Allow golf courses in agricultural zones as a conditional use in an agricultural retention development. All structures and residential components of a golf course shall locate in the development portion (twenty-five (25) percent) of the site. Any elements of a golf course located in an agricultural reserve shall be designed to be compatible with continuing agricultural activities.

(ii) The raising of crops and livestock and associated agricultural activities shall be the principal land use within areas designated as agricultural. Agricultural land uses on the portion of a parcel set aside for agriculture would include, but not be limited to, a farm

residence, farm buildings, and direct marketing farm stands, home enterprises and home-based industries, and accessory uses subject to applicable performance standards. These uses shall not disrupt agricultural land use within the district.

(iii) Residential developments in agricultural lands should be clustered on the least productive portion of the parcel and should be designed to accommodate adjacent agricultural uses. Residential developments shall be clustered in such a manner as not to impact critical ~~wetland~~ areas consistent with the Clallam County Critical Areas ~~Code~~Ordinance.

(iv) Lands designated as agricultural shall provide for the retention of large parcels and ownership patterns conducive to agriculture. The minimum agricultural reserve size in agricultural resource lands shall be fifteen (15) net farmable acres. The term "net farmable acres" means that at a minimum fifteen (15) acres shall remain open and farmable after all associated development is complete. When clustered subdivisions are used in areas designated for agricultural, the clusters should be arranged to protect and combine large tracts for productive farming, minimize conflicts with continued agriculture and be consistent with public facility and service requirements.

(c) ~~[~~*Policy ~~No. 5.~~]* Land designated as agricultural will remain in this classification unless it can be shown that:

(i) An error was made in application of the criteria establishing the zone; or

(ii) Commercial farming is no longer a viable option for this area due to loss of all irrigation potential or other significant physical loss of agricultural potential; or

(iii) After giving careful consideration and upon the basis of abundant long-term evidence utilizing local agricultural land values (nonresidential values) and local farmland lease rates as a means of comparison, the Board of County Commissioners finds that no entity will purchase or lease the land for agricultural use at a fair, locally determined, agricultural market value.

(d) *[Policy ~~No. 6~~].* Land with an approved cluster development site shall remain in the agricultural designation.

(e) [*Policy ~~No.~~ 7.*] Agricultural lands with 15 net farmable acres that do not meet the criteria listed in Policy ~~No.~~ 3, subsection (3)(a) of this section, may be designated as agricultural if the land is capable of agricultural production and the owner desires to have it designated.

(4) *Land Use Maps. ([Policy ~~No.~~ 8])* The Comprehensive Plan land use map shall have one designation for agricultural resource lands with density provisions that allow no more than one home per 16 acres unless an agricultural retention development is proposed which would allow a base density of one home per five acres for properties in an agricultural retention zone. Properties in an agricultural retention zone which have previously divided to parcel sizes of approximately five acres or less and are being recombined into a contiguous parcel of a size capable of qualifying for an agricultural retention development shall be able to utilize all of the available residential base density on-site in the agricultural retention developments site or may transfer/sell development rights off-site. Properties in an agricultural retention zone which have not previously divided to parcel sizes of approximately five acres or less shall be able to utilize a base density of one home per 16 acres in an on-site agricultural retention development with the remaining one home per five-acre base density available for transfer of development rights or for purchase of development rights.

(5) Purchase of Development Rights. *([Policy ~~No.~~ 9])* Develop a program for lasting, long-term conservation of agricultural lands based on public and/or private financial support.

(a) Focus the program on purchase of development rights in order to keep lands in private ownership. Once development rights are purchased, future development shall be restricted through such legal instruments as necessary to ensure permanent conservation of lands for the benefit of future generations.

(b) Work with the public and landowners to set priorities for the purchase of development rights which will provide long-term protection of farmland. Priorities may be set based on development pressures, open space value, or environmental values.

(c) Development rights to agricultural lands should be acquired through innovative financing mechanisms.

(d) County revenues shall not be used to fund a purchase of development rights (PDR) program without the approval of the citizens of Clallam County as evidenced by an affirmative vote of County-wide registered voters. The County will be supportive of private initiatives to establish a fund to implement a PDR program.

(6) *Transfer of Development Rights.*

(a) ~~[~~*Policy ~~No.~~ 10.*~~]~~ ~~Before the end of 1998, develop a program for~~A Transfer of Development Rights (TDR) program has been established in Clallam County Code Chapter 33.26. The TDR program allows transfer of development rights from areas with an agriculture designation into areas outside of the agriculture designation where additional development may be appropriately located in the Sequim-Dungeness Valley. The 2025 comprehensive plan periodic update has paused implementation of the TDR program.~~Until additional development rights receiving zones in the Sequim urban growth area and in the proposed Carlsborg urban growth area are designated, development rights from agricultural retention zones may be transferred into the existing Port Angeles urban growth area designated receiving zones.~~

(b) ~~[~~*Policy ~~No.~~ 11.*~~]~~ Clallam County should~~all~~ conduct a market study of the potential usage ~~of the value of transfer of agricultural land development rights~~ TDR program throughout the Sequim-Dungeness Valley before the 2030 5-year check-in for the comprehensive plan. This market study should determine appropriate thresholds, market conditions, and incentives necessary to ensure the success of the TDR program.~~at least every five years in order to determine the average selling price of development rights and to compare these values with the average sales price of comparable bare land lot sales recorded throughout the Sequim-Dungeness Valley. These studies shall be utilized by the County to determine if adjustments to the agricultural retention zone are needed.~~

(7) *Incompatible Development.*

(a) ~~[~~*Policy ~~No.~~ 12.*~~]~~ Public services and utilities within and adjacent to areas designated as agricultural shall be designed to prevent negative impacts on agriculture and to maintain total farmland acreage, as follows:

(i) Water lines, sewer lines, and other public facilities should avoid crossing areas designated as agricultural unless their purpose is to provide service necessary for agriculture and they can be installed at times which minimize negative impacts on seasonal agricultural practices;

(ii) Roads that cross areas designated as agricultural should be aligned, designed and maintained to minimize negative impacts on agriculture and support farm traffic; and

(iii) In rare cases when facilities meeting urban needs intrude into areas designated as agricultural, they should be located to prevent disruption of agricultural activity.

(b) [*Policy ~~No.~~ 13.*] Land located adjacent to designated agricultural lands should be compatible with the agricultural use through the following measures:

(i) Increased setbacks for all buildings located outside of but adjacent to agricultural areas.

(ii) Implementation of the Right to Practice Agriculture Ordinance, an ordinance designed to minimize nuisance complaints regarding agricultural activities that follow best management practices.

(8) *Incentives.*

(a) [*Policy ~~No.~~ 14.*] Agricultural reserves in approved agricultural retention developments should be exempt from taxation originating from local improvement districts and local utility districts unless they directly benefit agricultural land use.

(b) [*Policy ~~No.~~ 15.*] Continue to conserve all agricultural lands, whether designated for long-term commercial significance or not, through property tax incentives (current use assessments).

(c) [*Policy ~~No.~~ 16.*] Clallam County shall develop a low-cost revolving loan program to aid local farmers/landowners in financing the upfront development costs for preliminary engineering and subdivision approval permitting fees in agricultural retention developments. These loans shall be repaid to Clallam County through initial sales of subdivision lots.

(9) *Finfish Hatcheries. ([Policy ~~No.~~ 17)]* Ensure that land uses adjacent to finfish hatcheries are compatible with the long-term commercial production of those hatcheries. Consideration shall be given to appropriate land use densities, land use practices, and maintenance of water quality standards.

31.03.240 Forest land – Inventory and analysis.

(1) *GMA Goals.*

(a) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(b) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(c) *Open space and recreation.* Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.~~Encourage the retention of open space and development of recreational opportunities such as non-motorized trails; conserve fish and wildlife habitat; increase access to natural resource lands and water, such as non-motorized trails; and develop parks.~~

(2) *Definition.* The Growth Management Act defines "forest land" as land primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, and that has long-term commercial significance. In determining whether forest land is primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, the following factors shall be considered: (a) the proximity of the land to urban, suburban, and rural settlements; (b) surrounding parcel size and the compatibility and intensity of adjacent and nearby land uses; (c) long-term local economic conditions that affect the ability to manage for timber production; and (d) the availability of public facilities and services conducive to conversion of forest land to other uses.

The Growth Management Act defines "long-term commercial significance" to include the growing capacity, productivity, and soil composition of the land for sustained commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense uses of the land.

(3) *Resource Base.* Commercial forestry in the Sequim-Dungeness region is still a viable industry. There are sufficient public (federal and State) and private lands to provide a resource base for timber harvesting. In 1992, the County designated approximately 33,000 acres of lands as forest lands of long-term commercial significance in the Sequim-Dungeness region, including approximately 3,500 acres as transitional forest lands. A large percentage of the lands

designated are State and federal lands. There are few forest resource support industries in this planning area. Mills and log storage yards are primarily located in the Port Angeles area.

(4) *Incompatible Uses.* A significant conflict with commercial forest operations is the growing residential encroachment into forested areas. Lost Mountain, Blue Mountain, Happy Valley, and Palo Alto are examples of areas where residential development has increased and encroached upon the commercial forest. In these situations, conflicts between residential land uses and traditional forest management techniques will continue to increase.

(5) *Conservation Alternatives.* One of the regulatory tools that Clallam County adopted in 1992 to conserve the forest resource base and ensure compatibility at the forest/rural interface was the use of a commercial-residential mixed use zones (CFM). The majority of these zoning districts were in the foothills in the Sequim-Dungeness region. Residential development within the CFM zones was allowed through a cluster pattern (30 percent development/70 percent forest), in exchange for which a density bonus of 300 percent was allowed in the CFM-20 zone and 70 percent in the CFM-5 zone.

There are other options the County could pursue for transitional forest lands, some of which may be more appropriately designated as commercial forest, with one residential dwelling unit per 80 acres allowed through a special permitting process. A zoning district which allows single-family dwelling units on 20 acres could be established on the remaining transitional areas, with increased setbacks from adjacent resource lands. Planned unit developments which reserve an area for resource production could be encouraged within these zones. Flexible zoning techniques, which allow the landowner to transfer density to smaller lot sizes within the same ownership may also work towards conserving the forest lands.

31.03.250 Forest land conservation – Policies.

(1) *Policy 1.* Lands meeting the definition or criteria for commercial forest lands in the Clallam County Comprehensive Plan should be designated as commercial forest lands of long-term commercial significance. In general, these lands have a minimum parcel size of 80 acres, are currently forested, and have a forest land grade which is capable of growing trees at a commercially viable growth rate.

(2) *Policy 2.* Land found in close association with large blocks of commercial forest land and which buffer commercial forest lands from rural development patterns should be designated for very low density forest residential uses.

(a) Residential densities on rural lands adjacent to large blocks of commercial forest land should generally be Rural Very Low, except in those areas where land use patterns or previous zoning allowed one unit per five acres, in which case the property should be designated rural low.

(b) Rural lands should ensure compatibility with adjacent commercial forest land use through increased structural setbacks and recognition of the Right-to-Practice Forestry Ordinance on adjacent lands.

(c) Flexible zoning techniques, whereby a landowner transfers density to minimize conflict with adjacent commercial forest land use and which sets aside land for wildlife, resource production and/or open space shall be allowed within these zones. (Example: a landowner which owns 80 acres designated Rural Very Low has four residential dwelling rights. The landowner could transfer this density to create three parcels five acres in size, and leave the remaining land (65 acres) for forest use with one dwelling unit.)

(d) Landowners within the rural lands should be notified of property tax options for conserving forest lands.

(3) *Policy 3.* Existing managed public access to public forest lands for recreation should be maintained.

(4) *Policy 4.* Except in a case where an error might have been made in application of the criteria designating commercial forest land, these designated commercial forest lands shall remain in this classification throughout the life of the plan (20 years) unless the following criteria are met:

(a) The change will not affect the commercial viability of the surrounding forest land; and

(b) The County finds that commercial forestry cannot generate a reasonable return on investment when compared to other forested properties and that growth could not be directed to other nonforested rural lands in the same vicinity.

31.03.260 Rural land – Inventory and analysis.

(1) *GMA Goals.*

(a) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(b) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities such as non-motorized trails, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(c) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(d) *Historic preservation.* Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

(2) *Definition.* The Growth Management Act does not define rural lands. Rural lands are defined as what they are not: they are not designated for urban growth, agriculture, forest, or mineral resources. ~~The County is required to have a rural element which permits land uses that are compatible with the rural character of such lands and provide for a variety of rural densities.~~

(3) *Rural Growth.* During the past 20 years, the unincorporated area of the Sequim-Dungeness region has grown almost five times more in population than the City of Sequim, the area's only incorporated city. Over 9,300 people moved into areas outside of the City, while only 2,000 moved into the City of Sequim. Nearly 70 percent of the regional planning area population lives in a rural area. People moving to the Sequim-Dungeness region are looking for a rural lifestyle and are generally moving from a more urbanized environment. As a result, each person's perception of what is rural might be based on where they used to live.

Unchecked rural growth does not satisfy the goal of the Clallam County Comprehensive Plan to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development or encouraging development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(4) *Rural Character and Rural Services.* The character of the rural area has changed dramatically over the past 20 years. In fact, 20 years ago, much of the planning area would not have been considered as rural lands, but as agriculture or forestlands.

Rural areas are characterized by limited urban-type services such as fire, police and other limited governmental services. Urban-type facilities such as sewers, municipal water systems, curbs, sidewalks, street lights, and public transit are generally not present, but may be sporadically located based on need or old service areas. Rural areas are characterized by diverse, sometimes incompatible, land uses and living styles. Rural areas have a variety of residential densities, and are not characterized by consistent zoning patterns as may be found in suburban areas. Small and large scale resource production is often interspersed with rural areas, such as agriculture and forestry.

In order to make efficient use of scarce public resources, and to not encourage growth in rural areas, limits on the types and quantity of public facilities and services could be implemented. For example, a higher priority for transportation system expenditures (such as roads, trails and transit) could be given to urban areas over rural areas.

It is unquestionable that rural areas require some level of public services and facilities, such as law enforcement, fire protection, roads, and schools. In some areas of the region, water and sewer services may also be needed to address public health or environmental quality, such as in existing high-density developments in the rural areas. The Sequim-Dungeness Regional Plan needs to allow flexibility for certain urban services to be extended into rural areas, with standards to ensure that growth into rural areas does not take precedence over growth into urban areas.

(5) *Rural Centers.* There are several "rural centers" or "rural villages" that are located outside urban growth areas, as well as several areas previously designated for commercial use. These areas are part of the existing rural character and the rights of the present property owners should generally be maintained. Expansion of these existing commercial areas should be limited, and the types of uses allowed in these areas should be restricted to those where uses of such type, scale, size, or intensity already existed as of July 1, 1990, and that do not cause increased need for public expenditures, such as roads and fire protection. These goals can be achieved by formally designating them as LAMIRDs.

(6) *Commercial Uses.* In some neighborhoods home-based industries, such as bed and breakfast inns, cabinet shops, and art galleries are considered appropriate, while in other areas the neighborhood is primarily residential and such uses would be a great interference with the rural character. It is clear that any rural land use categories developed for the Sequim-Dungeness region need to make allowances for these types of uses to be permitted; provided,

that they are consistent with the existing character of the neighborhood in which they are proposed.

Most neighborhoods, even in rural areas, also require some services which are convenient, such as a small neighborhood grocery store, restaurant and gas station. The Agnew Grocery is one example of a rural neighborhood store, appropriately located and sized for the community it serves. Not all of the rural neighborhoods within this regional plan have convenient services. It is possible that the location of these services might be requested in the time period of this plan.

(7) *Housing Densities.* The types of housing developments considered appropriate for the rural areas varies within the Sequim-Dungeness region. Previous land use classifications and the desires of property owners developed a clear pattern of larger lots in the southern portion of the region, towards the Olympic Mountains. Similar areas of large lots exist in the areas east of Sequim, including the Miller Peninsula. In the Dungeness Valley, however, lots tend to be between one and five acres in area and are compatible with the community in this subregion.

The Sequim-Dungeness Regional Plan establishes land use patterns by neighborhood, with areas south of Highway 101 and east of Sequim having larger lot sizes, areas along the Dungeness River having larger lots in order to protect the critical resources of the river, and areas north of Highway 101 in the Dungeness Valley having a range of densities based on the existing conditions.

The proposed rural land use categories offer a range of rural residential densities (from one dwelling per acre to one dwelling per 20 acres) and a variety of nonresidential rural land use categories. More intensive rural densities and non-residential rural land uses should be designated as LAMIRDs and contained within those areas already predominately built out at such densities and/or land uses.

(8) *Historical and Cultural Resources.* The Sequim-Dungeness regional planning area has plentiful historical and cultural resources. Resources of significance include the Dungeness School, John Hyer Farm, Blue Mountain School, Emery Farmstead, Dungeness River Bridge, Manis Mastodon Site, McAlmond House, U.S. Quarantine Station Surgeon's Residence, New Dungeness Light Station, New Dungeness, Graveyard Spit, Gierin Farmstead, Port Williams, and Washington Harbor.

31.03.270 Rural land – Policies.

(1) *Rural Centers. (Policy 1).* Support new development within the Diamond Point-Sunshine Acres, and Blyn Rural Centers consistent with the guidelines and criteria of CCC 31.02.263.

(2) *Rural Commercial. (Policy 2).* Support new development within designated rural commercial lands consistent with the guidelines and criteria under CCC 31.02.263.

(3) *Home Business. (Policy 3).* Home-based businesses should be encouraged when the use is not intrusive to the surrounding residential character of the neighborhood.

(a) Home-based business that have little, if any, outward characteristics of a business should be allowed in all areas.

(b) Home-based business that have some outward characteristics of a business should be allowed only when consideration is made for the rural character of the surrounding neighborhood.

(4) *Neighborhood Commercial. (Policy 4).* Commercial uses limited to neighborhood convenience services should be allowed within rural residential areas when located and designed to be compatible with surrounding land uses. Such uses should be sited only after involvement of the neighborhood in the siting process.

(5) *Industrial Use. (Policy 5).* Allow campus-style light manufacturing, research facilities or corporate offices to locate outside urban growth areas or rural centers when meeting the following standards:

(a) Existing transportation networks must serve the site which are adequate to handle traffic without adversely impacting adjacent land uses. When locating in rural areas, significant increases in traffic volumes should not be expected. Occasional deliveries of materials or supplies are permitted; consistent traffic should be prohibited unless accessing directly onto Highway 101 at improved intersections.

(b) The types of light manufacturing, research facilities or corporate offices should be limited to those uses that will not cause impacts to adjoining lands from dust, noise, light and glare or other nuisances inconsistent with the need for peace and quiet in rural areas.

(c) These facilities should be located on large parcels of land (minimum of 20 to 40 acres), buffered such that buildings and parking areas are not readily visible from streets or adjoining properties, and self-contained with services such as sewage and water.

(6) *Rural Residential Densities.*

(a) *Policy 6.* The Sequim-Dungeness region should allow a range of rural densities from one dwelling unit per acre to one dwelling unit per 20 acres. The conversion of rural areas into higher densities should be discouraged, except where clear public benefit is demonstrated through such mechanisms as planned unit developments. More intensive rural densities and nonresidential rural land uses should be limited to and contained within those areas already predominately built out at such densities and/or land uses by 1990 and be designated consistent with the guidelines and criteria under CCC 31.02.263. Lands previously zoned as forestry 1, commercial forest, or commercial forest/residential mixed use which did not meet the criteria for designation of forestlands of long-term commercial significance should be re-designated as Rural Very Low, unless the property was previously zoned at a higher density.

(b) *Policy 7.* The extension or existence of public water service in designated rural areas lands shall not be justification for higher density than that established by the Sequim-Dungeness Regional Plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance the planned facilities.

(7) *Flexible Zoning. (Policy 8).* All rural residential zones should allow the transfer of density within the ownership boundaries subject to a proposed land division, with no new lot being created less than one acre in area, and total number of lots determined based on the underlying zoning density. This flexible zoning technique may achieve affordable housing goals and preserve the rural character by having a variety of housing lot sizes scattered throughout rural areas.

(8) *Recreation. (Policy 9).* Standards shall be set for recreational uses in rural areas, including recreational vehicle parks, limited camping facilities along non-motorized trails such as the Olympic Discovery Trail, and commercial outdoor oriented activities:

(a) Standards for buffering and landscaping to ensure compatibility with surrounding rural land uses shall be accomplished;

(b) Standards for noise, traffic, light, and glare, and other nuisance characteristics;

(c) Such uses shall be located on a minimum parcel size of five acres.

(9) *Historic and Cultural Resources.* Please refer to the County-wide Comprehensive Plan for goals and policies to conserve historic and cultural resources throughout Clallam County.

31.03.280 Urban growth – Discussion.

(1) *GMA Goals.*

(a) *Urban growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(b) *Housing.* ~~Encourage the availability of affordable housing~~Plan for and accommodate housing affordable to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(c) *Economic development.* Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.

(d) *Property rights.* Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(e) *Historic preservation.* Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

(2) *Definitions.* The Growth Management Act defines "urban growth" as development that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services.

The Growth Management Act defines "characterized by urban growth" as referring to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

The Growth Management Act and County-wide Planning Policies define "urban governmental services" to include those services historically and typically delivered by cities or other identified service providers, such as a utility district, and which at a minimum include the provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, public transportation systems, stormwater systems, police and fire and emergency service systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.

(3) *Urban Growth Areas.* The Growth Management Act requires Clallam County to designate an urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Each city that is located in the County shall be included within an urban growth area. An urban growth area may include territory that is located outside of a city only if such territory already is characterized by urban growth or is adjacent to territory already characterized by urban growth.

Based upon the growth management planning population projection made for the County by the Washington State Office of Financial Management (see County-wide Plan for population projections and allocations), the urban growth areas shall include areas and densities sufficient to permit the urban growth that is projected to occur in the succeeding 20-year period.

Each urban growth area shall permit urban densities and shall include greenbelt and open space areas.

Urban growth should be located first in areas already characterized by urban growth (see definition) that have existing public facility and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas.

(4) Why UGAs? The Growth Management Act states that growth outside urban growth areas can occur "only if it is not urban in nature." Furthermore, urban governmental services should not be extended into rural areas.

There are several areas within the Sequim-Dungeness Regional Planning area that are "urban in nature," "characterized by urban growth," and have "urban governmental services." At Sunland: are the urban residential development, sewer and water systems urban in nature? At Diamond Point-Sunshine Acres: is the urban residential, commercial and industrial development urban in nature?

Failure to designate an area for urban growth means growth that is "urban in nature" will not be allowed and extension of urban governmental services might not be allowed. Designation of urban growth areas is one of several "tools" in the Growth Management tool box. It is a tool by which the County can say no to further development outside the UGA boundary and yes to planning and providing urban services and facilities within the UGA boundary.

(5) *UGA Objectives.* The Clallam County Comprehensive Plan works toward conserving rural and resource lands, and making most efficient use of scarce public resources through encouraging development within urban growth areas.

With higher densities, it is possible to provide more efficient transportation, fire and police, water, sewage disposal, and other public services. Public transit studies point out that public transportation systems are not cost-effective until densities of seven dwellings per acre are achieved. It is important that when urban areas are set aside, urban densities and services get established. Continuing to allow rural densities and rural services within urban areas will not achieve UGA or GMA objectives.

Encouraging urban growth also helps protect rural and resource lands from conversion. When sufficient land within urban areas is provided at a reasonable price and well-designed, there is less demand for rural lands. In the past 20 years, a large portion of the rural growth occurred because the property was less expensive, and affordable housing opportunities (such as manufactured housing) were allowed.

Urban lands are also the area where the region's primary economic activity takes place: retail, wholesale, professional offices and industry. Commercial and industrial uses often encourage other urban development around it, and increase the need for extension or improvement of

public services and facilities. Therefore, those types of commercial and industrial uses should not be allowed outside of urban growth areas.

(6) *Battelle.* Battelle Memorial Institute's Sequim Marine Research Operations (MRO), a non-profit research institute and operator of the Pacific Northwest National Laboratory for the Department of Energy, is located on approximately 105 acres along the west shore of Sequim Bay generally situated between West Sequim Bay and Washington Harbor Roads. The MRO also owns approximately 35 acres of Sequim Bay tideland areas, including portions of Travis Spit, to support research efforts. The MRO targeted this location in 1965 specifically for access to Sequim Bay, which provides the essential marine resources required for Battelle's preeminent research activities.

Primary research activities are related to marine and coastal resources, environmental chemistry, water resource modeling, ecotoxicology and biotechnology, and, more recently, national and homeland security. This facility is emerging as a leader in these additional areas: sustainable development of ocean energy and understanding and mitigating long-term impacts of human activities, including climate change, on marine resources.

The marine research operations campus currently supports about 100 staff. Approximately 7.3 acres are developed consisting of eight facilities providing: 6,000 square feet of analytical and general-purpose laboratory space; 5,300 square feet of wet/bioassay laboratory space; 2,000 square feet of electronics and maintenance shop areas; and 38,700 square feet of offices, conference rooms, and support/storage structures.

Battelle's conceptual plan for expansion of the Sequim MRO campus addresses the need for additional buildings and infrastructure to continue research on local, regional, national, and global marine environmental and coastal issues. The Campus Master Plan identifies potential future expansion of the MRO facility footprint by as much as 180,000 to 240,000 square feet. This additional square footage would be used for new research laboratories, conference/training/learning facilities, and transitory facilities for project-related housing. The ultimate build-out of this campus is expected to add 200 to 300 researchers and staff over a 10- to 20-year timeframe. To accommodate this additional development, it is imperative to receive water and sewer utilities, and other municipal services, from the City of Sequim.

Inclusion of the Battelle property adjacent to the City within the Sequim Urban Growth Area is needed for long-term retention, growth and sustainability of Battelle's marine-based research operations. Battelle's growth and sustainability are dependent on urban services. No other

viable alternative sites exist in the Sequim UGA that provide the land and water access to support Battelle research activities.

31.03.290 Urban growth policies.

(1) *Policy 1.* The criteria for designation and implementation of urban growth areas contained in the County-wide Comprehensive Plan (Chapter 31.02) shall be followed.

(2) *Policy 2.* The City of Sequim shall be designated for urban growth, with specific land use and governmental services determined through City of Sequim's growth management planning process and policies within this Plan.

(3) *Policy 3.* In order to provide stability to where urban growth and services will occur, urban growth area boundaries should generally not be amended any sooner than 10 years from the date the Clallam County Comprehensive Plan is adopted, except where clear public benefit exists in accordance with RCW 36.70A.110(8), as now or hereafter amended.

31.03.310 City of Sequim urban growth area (UGA).

(1) *UGA Boundary (Policy 1).* The Sequim Urban Growth Area boundary is set forth on the adopted Comprehensive Plan Land Use Map, as amended, that is part of this chapter and title.

(2) *Critical Areas.*

(a) *Policy 2.* The Dungeness River should not be encroached upon by the City of Sequim Urban Growth Area. The Dungeness River should remain under a single local government's jurisdiction and management.

(b) *Policy 3.* Implementation of the urban growth area should include specific measures to protect the water quality and resources of Sequim Bay, Bell Creek, Gierin Creek and Johnson Creek. The protection standards of the Critical Areas Ordinance shall be instrumental in achieving these protections.

(c) *Policy 4.* Groundwater resources should be protected through City/County adoption of stormwater and erosion control measures, water quality education programs, critical

aquifer recharge area (CARA) protection standards under the Critical Areas Ordinance, and other best management practices which avoid or minimize impacts to groundwater.

(3) *Resource Lands (Policy 5).* Agricultural lands to the north of the sewer treatment plant should not be impacted from urban development, as these lands are the largest remaining contiguous tracts of agricultural lands in the Dungeness Valley and should be conserved.

(4) *Transportation (Policy 6).* Improve circulation patterns around the Sequim urban growth area (see Figure 4):

(a) Complete improvements to U.S. 101, including the Sequim Bypass, as outlined in the final environmental impact statement for the Palo Alto to O'Brien Road corridor study.

(b) Improve circulation from the north by increasing the capacity of Port Williams to Brown Road, and Hendrickson to Priest Road.

(c) Encourage improvements to the circulation patterns within the City, including consideration of interim measures to reduce congestion until the Sequim Bypass is constructed and mobility improvements to West Sequim Bay Road.

See paths, trails and sidewalk policies in CCC 31.03.140.

(5) *Open Space and Greenbelts (Policy 7).* The City shall designate greenbelts within the urban growth area. Areas that should be considered include Bell Creek, Gierin Creek, Sequim Bay, Johnson Creek, and some remaining farms within the urban growth area. (See Figure 8 for critical habitat corridors.)

(6) *Public Services and Facilities.*

(a) *Policy 8.* The City, the Public Utility District, and the County should agree on water service boundaries within the urban growth area. The comprehensive plan for the City of Sequim UGA shall designate water service boundaries. Individual or private community water or on-site sewage systems within the UGA should be prohibited for new land divisions. All urban services should be provided by the City of Sequim, unless the Public Utility District is an identified service provider.

(b) *Policy 9.* Development within the urban growth area should be provided with improvements constructed to City of Sequim standards. The city development standards should include roads, sidewalks, water, sewer, lot area, lot shape, setbacks, and land uses.

(c) *Policy 10.* The County and City should prohibit development within the urban growth area if it is not built to urban standards, including the prohibition of rural density subdivisions with individual wells and on-site septic systems.

(7) *Joint Planning.*

(a) *Policy 11.* The City of Sequim should take the lead responsibility for planning the urban growth area. The Sequim-Dungeness Regional Plan should adopt the City's plan by reference, provided the plan is consistent with the Clallam County Comprehensive Plan and the Growth Management Act.

(b) *Policy 12.* The City should develop a phased annexation plan consistent with the extension of urban services to the annexed areas.

(8) *Land Uses.*

(a) *Policy 13.* The City of Sequim should be the primary commercial and service center for the Sequim-Dungeness region. Commercial development should be concentrated in the core of the City and not allowed to sprawl into rural areas and cause congestion on U.S. 101 or other arterials of regional significance.

~~(b) *Policy 14.* The maximum lot size for new land divisions within the Sequim urban growth area should be less than one acre; provided, however, that lots greater than 10 acres may be allowed.~~

(c) *Policy 15.* The City should attempt to site industrial activities within the urban growth area in order to provide economic opportunities (see economic development policies).

(d) *Policy 16.* A range of housing opportunities should be available throughout the urban growth area.

(e) *Policy 17.* Designate and zone the approximately 105-acre ~~Pacific Northwest National Laboratories (~~Battelle~~)~~ Memorial Institute properties along the west side of Sequim Bay and adjacent to the City of Sequim for research and development park activities. The research and development park land use and zoning designation should be limited to national security, campus-style research, and development facilities involved in environmental, chemical, biotechnology, energy efficiency, and marine and coastal security research. This designation should also allow for facilities and uses associated with

coordinated/collaborative educational partnerships fostering commercially valuable research and prototype development.

31.03.315 Adoption of City of Sequim Comprehensive Plan.

The City of Sequim Comprehensive Plan dated December 23, 1996, and adopted under City of Sequim Ordinance 96-032, is hereby adopted by reference in accordance with Policy 11 in CCC 31.03.310(7)(a); except as amended pursuant to this section. All future amendments to the City of Sequim Comprehensive Plan which apply to the unincorporated area of the Sequim urban growth area shall be reviewed consistent with plan amendment procedures jointly adopted by the City of Sequim and Clallam County.

(1) The City of Sequim Optimum Land Use Map dated December 23, 1996, applicable to the unincorporated Sequim Urban Growth Area, is hereby incorporated by reference as part of the Clallam County Comprehensive Plan Land Use Map, as amended by Clallam County.

(2) Land Use Policy LUP-4 [Page 3-7] shall be amended to read as follows:

> Land Uses within the City of Sequim Urban Growth Area shall be planned to accommodate a minimum annual growth in population of 2.5%, and shall anticipate and accommodate an annual population growth rate of 5% per year for the next twenty years. Prior to any proposed expansion of the urban growth area, population and growth rate data shall be collected and analyzed.

(3) Land Use Policy LUP-8 [Pages 3-8 and 3-9] shall be amended to read as follows:

> LUP-8.1 RESIDENTIAL DISTRICTS:
>
> LUP-8.1.1 Residential Districts
>
> a. R-I (LS-Limited Services): This designation is deleted because it was found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.
>
> b. R-I (Services-S): This designation is deleted because it was found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.

c. R-II: Single family detached residences - up to 4 to 5 dwellings units per acre. The R-II zone provides for consistency and predictability in established single family neighborhoods. Duplex development may be allowed as a conditional land use.

d. R-III: Medium density single family or multi-family residences - up to 8 to 10 dwelling units per acre. Detached and attached single family homes, smaller lot sizes, and duplex and triplex development would be allowed in the R-III zoning designation. R-III zoning is located in areas where urban services are or will be provided concurrent with development. This medium-density zoning is typically located close to transit, with easy access to neighborhood parks, schools and shopping.

e. R-IV: Medium - Higher density single family or multi-family residences - up to 16 dwelling units per acre. Medium-High density residential uses with single family attached and detached; single family small-lot; multi-family duplexes, triplexes, and apartment development allowed at a density of up to 16 dwelling units per acre.

R-IV zoning is located in areas where urban services are currently available or will be provided concurrent with development. This medium-density zoning is typically located close to transit, with easy access to neighborhood parks, schools and shopping.

R-IV zoning includes areas specifically designated for congregate care facilities, nursing homes and assisted living retirement communities.

f. R-V (OVERLAY): Highest density multi-family residences only - 10 to 24 dwelling units per acre. This district is the highest density residential zoning district, allowing only multi-family residential development. There is a minimum 10 dwellings units per acre up to 24 dwelling units per acre density requirement. R-V zoning designations should be located close to downtown services and amenities, and applied for using the overlay and/or sub-area processes.

8.1.2 Maximum Residential Densities: Development review standards for residential land divisions at densities lower than the maximum density indicated on the City of Sequim Comprehensive Plan Optimum Land Use Map shall be adopted. These review standards shall demonstrate that redevelopment of such parcels at the maximum density indicated on the Optimum Land Use Map can be achieved and shall ensure that adequate public facilities and services can be provided in an efficient and coordinated manner when redevelopment occurs. Development review standards shall address, but are not limited to, the following provisions: shadow platting of future lots, preserving easements or rights-of-way for urban services, offsetting building sites to allow for future re-subdivision, and plat notes.

(4) Land Use Policy LUP-18 [Page 3-13] shall be amended to read as follows:

New development and redevelopment shall address the following minimum improvements. Minimum improvement standards shall be based on, but are not limited to, the following criteria: date lot was created; lot size; dwelling unit density; type of development; proximity to existing urban services; and proximity to planned urban services identified under the City of Sequim Six-Year Capital Facility Plan.

a. Paved streets, curbs and sidewalks or surfaced walkways;

b. Adequate off-street parking;

c. Street lighting;

d. Detention facilities;

e. Public water supply;

f. Public sanitary sewers;

g. Circulation and traffic patterns for the development and the surrounding neighborhood; and

h. Recreational needs, including trails, parks and playgrounds.

(5) Land Use Policy LUP-19 [Page 3-13] is deleted because the R-I (S) and R-I (LS) types of designations were found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.

(6) Land Use Policy LUP-22 [Page 3-13] is deleted because the R-I (LS) type of designation was found noncompliant and invalid with the Growth Management Act by the Western Washington Growth Management Hearings Board.

(7) Land Use Policy LUP-25 [Page 3-14] is hereby deleted.

(8) Land Use Policy LUP-26 [Page 3-14] is hereby deleted.

(9) Land Use Project Policy LUPROJ-1 [Page 3-19] shall be amended to read as follows:

The City and the County shall establish standard methodologies to be used to determine the appropriate fair share participation by new development for those off-site improvements that are due all or in part to a proposed project.

(10) The last paragraph on Page 4-1 of the Urban Growth Area Element shall be amended to read as follows:

Neighborhood Preference. The Bell Hill neighborhood, which is located within the unincorporated County southerly and immediately adjacent to the City limits, expressed focused opposition to inclusion within the UGA to the Clallam County Board of Commissioners. Neighborhood residents argued that this area was largely "built-out (at one acre lot sizes)," and that they had little desire to be subject to City regulation. Although currently served by City of Sequim sewer and water services, this area has been excluded from the Urban Growth Area in accordance with neighborhood desires. The County has established a new comprehensive plan and zoning land use designation called Rural Suburban Community which allows remaining lots in the Bell Hill area to develop consistent with the established neighborhood pattern, without being included within the Urban Growth Area.

(11) Urban Growth Area Policy UGA-4 [Pages 4-4 and 4-5] shall be amended to read as follows:

The City of Sequim and Clallam County shall prepare an interlocal agreement for the Urban Growth Area. The interlocal agreement shall define:

a. A single integrated process for the review and processing of development proposals;

b. A single integrated system of fees which describes the permits and approvals subject to the fee system, the method(s) of fee collection, and extent to which fees will be shared by the City and County;

c. A System Expansion Review Process (SERP), which describes how and when utilities services will be extended to areas not currently served, and allowable development densities for properties without urban services (sewer and water) will be implemented by the City and County; and

d. Clallam County's contribution towards maintaining the adopted Level of Service for Parks and Recreation facilities within the Sequim Urban Growth Area.

(12) Urban Growth Area Policy UGA-6 [Page 4-5] shall be amended to read as follows:

Urban levels of development, services, and facilities shall be allowed within the unincorporated portion of Sequim's Urban Growth Area consistent with the adopted City of Sequim Six-Year Capital Facilities Plan for extension of urban services. A developer or new customer may extend required urban services and facilities consistent with CAPFAC - 16.3; provided that such extension is consistent with the intent of this Plan to provide efficient and adequate urban levels of service for future development.

(13) Urban Growth Area Policy UGA-20 [Page 4-6] shall be amended to read as follows:

The City of Sequim shall review and provide comment on land use decisions within the unincorporated portion of the Sequim Urban Growth Area.

(14) Urban Growth Area Policy UGA-25 [Page 4-7] shall be amended to read as follows:

The City of Sequim and Clallam County shall adopt complementary regulations for the protection of critical areas, payment of impact fees, and development standards including bulk and dimensional, zoning designations and allowed uses, setbacks, buffering and landscaping requirements, and street and utility standards for new development within the unincorporated Urban Growth Area.

(15) Environment Policy ENV-18 [Page 7-8] shall be amended to read as follows:

The City of Sequim should coordinate with Clallam County to identify drainage problems. The City of Sequim and Clallam County should consider this information when planning for or undertaking capital improvements to provide for adequate drainage for proposed land uses in the Urban Growth Area.

(16) Housing Policy HUP-2 [Page 9-3] shall be amended to read as follows:

The City should preserve opportunities for larger lot (1/2 - 1 acre) development, and ensure that larger lot development remains a choice. Areas which have been identified as being appropriate for larger lot development include areas with an existing 1/2 acre development pattern and areas adjacent to critical areas.

(17) Capital Facilities Policy CAPFAC-9.7 [Page 12-10] is hereby deleted.

(18) Capital Facilities Policy CAPFAC-9.11 [Page 12-10] shall be amended to read as follows:

All new building permits issued within the UGA may include conditions that require connection to the City of Sequim water services consistent with the provisions of the SERP Agreement.

(19) Capital Facilities Policy CAPFAC-18.3 [Page 12-15] shall be amended to read as follows:

Wastewater service will be available and service extensions allowed to new customers outside the City limits but within the UGA provided:

• The development meets the phasing requirements of the land use plan.

• The development is consistent with City land use policies and the requirements of the Comprehensive Plan.

• Service extensions are consistent with CAPFAC - 16.3.

(20) Capital Facilities Policy CAPFAC-18.6 [Page 12-16] is hereby deleted.

(21) The Capital Facilities Plan section on Parks which begins on Page 12-37 shall be amended to include the below added text at the end of the Parks section:

Clallam County Capital Improvement Projects

~~Clallam County has acquired 155-acres of land to be developed as the Robin Hill Farm County Park. The Robin Hill Farm County Park is located within 5 miles of the Sequim Urban Growth Area. Clallam County is planning to develop the following recreational facilities over the next 6-years at the Robin Hill Park: a group picnic shelter; twenty (20) picnic sites; tot lot; putting green; basketball/tennis courts; bicycle/hiker campground with a total of thirty (30) sites; pedestrian, equestrian, and bike trails (approximately 2 miles); and sports fields (grass area for two baseball fields and 1 soccer field).~~

The Olympic Discovery Trail will provide a non-motorized multi-use trail for urban growth area residents to access the Robin Hill Farm County Park. Clallam County has constructed and opened a 1 1/2 mile segment (west of Carlsborg) of the Olympic Discovery Trail between the Robin Hill Farm County Park and the City of Sequim Urban Growth Area. The County is actively working on acquiring additional easements for those unincorporated portions of the trail between the Park and urban growth area and for the portions of the trail planned for the unincorporated portions of the Sequim UGA.

The future additions of Robin Hill Farm County Park and Olympic Discovery Trail shall be used to address Clallam County level of service standards in accordance with the 1994 Clallam County Capital Facilities Plan for neighborhood, community, and regional parks for the Sequim-Dungeness Regional Planning Area. Clallam County's provision of these park and recreation facilities shall be used to also address the County's contribution to needed park and recreational facilities identified for the unincorporated Sequim Urban Growth Area as described in Table 12-7.

(22) The Capital Facilities Plan section on Transportation which begins on Page 12-47 shall be amended to include the below added text at the end of the Transportation section:

Clallam County Capital Improvement Projects

Clallam County in partnership with other local government agencies and private partners has participated in the planning for and implementation of the Olympic Discovery Trail. The Olympic Discovery Trail is a non-motorized, multi-user trail which when completed will span 52 miles in Clallam and Jefferson County connecting the urban communities of Port Angeles, Sequim and Port Townsend. The trail will accommodate multiple recreational users with a designed 10 foot wide paved surface for bicycles, wheelchairs, walkers, and rollerblades and a 4-6 foot wide unpaved surface for horses and mountain bikes. Clallam County's contribution to the Olympic Discovery Trail shall satisfy the level of service standard for multi-use trail deficiencies within the unincorporated Sequim Urban Growth Area as described in Table 12-13.

The Clallam County Six-Year Road Plan contains the transportation capital facilities improvement projects for the unincorporated areas of Clallam County, including the Sequim UGA. The County's Six-Year Road Plan is in addition to the City of Sequim capital improvement projects described in Table 12-14.

(23) The text associated with provision number 1 at the bottom of page 15-6 shall be amended to read as follows:

1. Transportation Study Areas (TSA) shall be jointly established and administered by the City and County to address the short and long term impacts of future growth on vehicular and multi-modal circulation within specifically designated study areas. For planning purposes, the preliminary boundaries of the proposed TSA's shall be established consistent with the Preliminary TSA Map (See Figure 16).

These initial boundaries may be revised to more accurately depict affected properties. The criteria for revision shall be based primarily on an analysis of the potential off-site transportation impacts associated with the possible future development of specific properties at transitional zone densities.

(24) Transportation Study Area Policy IMPROJ-7 [Page 15-11] shall be amended to read as follows:

A computer model of the existing road net contained within each TSA shall be constructed by the City in coordination with Clallam County. The purpose of these models is to establish existing baseline traffic volumes, allocate additional trips associated with proposed development projects, evaluate reserve capacity, identify Level of Service (LOS) "thresholds" (those points in time when volumes change to such a degree that the existing LOS is altered), evaluate the efficacy of proposed improvements and interventions, assist in the identification of appropriate "fair-share" contributions from new growth, and aid the City in developing a cost effective and implementable schedule for the provision of required improvements.

(25) Transportation Study Area Policy IMPROJ-8 [Page 15-11] shall be amended to read as follows:

The City shall use information developed through the application of the above referenced computer models to identify the location, scope, timing, and cost for all proposed transportation improvements located within each Transportation Study Area (TSA). In addition, the City shall clearly identify what proportion of each of the proposed improvements is due to impacts associated with new growth. The City and County will work together to identify and implement transportation improvement projects within the unincorporated urban growth area.

(26) Transportation Study Area Policy IMPROJ-9 [Page 15-12] shall be amended to read as follows:

As part of its ongoing revision of current development regulations, the City shall revise applicable sections of the Municipal Code to integrate mandatory participation in Transportation Study Area (TSA) review (where locationally appropriate). The City and the County shall establish standard methodologies for development review in order to include compliance with TSA requirements as a condition of land use approval.

(27) Amend the Open Space and Parks and Recreation Projects identified on Pages 5-5 and 5-6 to include an added project referred to as OSRPROJ-4 that shall read as follows:

The City shall coordinate the Master Plan with Clallam County to address the recreational needs of the unincorporated Sequim Urban Growth Area. The Master Plan shall consider current public recreation and park land opportunities provided by the City, Clallam County, other public entities, and private land owners within and in the vicinity of the Sequim Urban Growth Area. The County and City agree to review and update their respective capital facilities plans for Parks and recreation facilities consistent with this joint planning effort.

(28) Amend the Financial Analysis section on page 12-27 to read as follows:

Financial Analysis

Revenues that come into the City are used to fund two general categories of City expenses - operating expenses and capital improvements. For the Capital Facility Plan, it is only the funds available to finance the capital projects identified in the City's capital improvement programs (CIPs) that are considered.

Although some revenue sources can be used only for capital projects, the funds for capital projects are often what remain after operating expenses are covered. To complete the analysis for the CFP, City staff projected revenue sources and departmental budgets out 6 years to the year 2001. The assumptions used for these projections are as follows:

- Revenue increase 5% per year (equal to population growth)
- Salaries, wages, benefits 6% per year
- Other expenses 5% per year

Although the Capital Facility Plan was based on a 5% growth rate, the capital facility plan can be supported at a 2.5% growth rate based on the alternative analysis prepared as part of the City of Sequim Comprehensive Plan Draft Environmental Impact Statement (DEIS).

Assumptions

A revenue increase of 5% was used to match the projected population growth rate. Salaries, wages, and benefits were assumed to grow by 6%. This higher rate for salary growth provides a conservative projection to allow not only for inflation of wages but also step increases and other wage adjustments. Other expenses are assumed to grow at the rate of population growth.

31.03.320 Diamond Point/Sunshine Acres rural center - Policies.

(1) *Boundary. ([Policy ~~No. 1~~)]* The rural center boundary should be limited generally to the residential, commercial, and industrial plats of Sunshine Acres and Diamond Point. The boundaries should be the Strait of Juan de Fuca and Discovery Bay on the north and east, the State Park land on the west, and the southerly limits of the Sunshine Acres development on the south.

(2) *Critical Areas. ([Policy ~~No. 2~~)]* Critical resources in the rural center include shellfish beds, geologically unstable bluffs, shorelines, and wildlife habitat. Bluff erosion due to stormwater runoff is causing considerable gully erosion and deposition. Pollution from stormwater runoff, erosion, and failing sewage systems should be addressed. Trees along shoreline bluffs may be critical for eagles, peregrine falcons, and other birds utilizing shoreline trees for perching or nesting. The wetland at Diamond Point (the Lagoon) should be protected from filling and disturbance of wildlife.

(3) *Public Services and Facilities.*

(a) ~~[~~*Policy ~~No. 3~~]*. Water service is provided in this rural center by two private companies. Further land divisions should be prohibited unless water service is extended to those areas, either by a private party or public provider.

(b) ~~[~~*Policy ~~No. 4.~~]* Sewer service is not available in the rural center. There are areas of poor soils with limitations for on-site septic systems. The PUD has taken over ownership of one community drainfield in Sunshine Acres. Additional community drainfields owned and managed by the PUD is the most viable option for sewage disposal and should be required for new land divisions.

(4) *Open Space and Greenbelts.*

(a) ~~[~~*Policy ~~No. 5.~~]* This rural center is surrounded by open space and greenbelts, including saltwater and the designated State Park land. Some of the forested open space pose a fire threat. The State of Washington and the Homeowners' Association should be encouraged to provide a fire break. Coordination of water service should be encouraged with Jefferson County Public Utility District.

(b) ~~[~~*Policy ~~No. 6.~~]* Public access along the saltwater shoreline should also be considered appropriate in order to link public tidelands in the area (see Park and Recreation Plan).

(5) *Transportation.*

(a) ~~[~~*Policy ~~No. 7.~~]* Since Diamond Point and Sunshine Acres are geographically confined, roads within the development are not expected to carry large traffic volumes and road standards should be more rural in nature.

(b) ~~[~~*Policy ~~No. 8.~~]* The Diamond Point Airport provides convenient private air service to the area. Maintenance of this airport should be implemented through appropriate adjacent land uses.

(c) ~~[~~*Policy ~~No. 9.~~]* There are some roads within the rural center with unsafe intersections. Improvements to these intersections with Diamond Point Road should be implemented.

(d) *Policy 10.* Diamond Point Road has inadequate shoulders for bicycling and walking. Improvements should be made for nonmotorized transportation linking the Diamond Point area to the Olympic Discovery Trail.

(6) *Land Uses.*

(a) [*Policy ~~No.~~ 11.*] Diamond Point and Sunshine Acres are private developments platted prior to County zoning ordinances being adopted. As a result, several areas are designated for commercial, industrial, and urban residential uses. The use of those areas for their original intent should be continued through this plan implementation. Commercial/industrial development shall be contained within the boundaries of the general commercial designation. Urban residential designations in this rural center are reserved for noncommercial land use.

(b) [*Policy ~~No.~~ 12.*] Commercial, industrial, and residential support facilities for the proposed Miller Peninsula State Park should be provided by the Diamond Point/Sunshine Acres rural center.

(c) [*Policy ~~No.~~ 13.*] Additional residential development in the rural center is limited to lands along the bluff between the State Park and Sunshine Acres, and some lands to the west of the RV Park. The lands along the bluff may be a candidate for a cluster development oriented to protecting the environmental features of the site.

(d) [*Policy ~~No.~~ 14.*] Several of the plats have private covenants restricting future development to noncommercial uses. This plan does not supersede those covenants where the covenants are more restrictive than County ordinances. Where the County ordinances are more restrictive, the County ordinance applies. Applicants for nonresidential development should be advised of potential conflicts with private covenants in this area and homeowner associations notified of applications.

(e) [*Policy ~~No.~~ 15.*] Setbacks and lot sizes should be similar to urban growth areas in the Sequim-Dungeness region.

31.03.330 Sunland planned urban residential community - Policies.

(1) *Boundary. ([Policy ~~No.~~ 1)]* Sunland is a planned community with urban services and facilities. The development is not fully built, and the development does not meet the definition of master planned resorts in 31.02.050 CCC. The Sunland development is bounded by Sequim-Dungeness Way on the west, Woodcock Road on the north and Holland Road on the east. The southerly boundary is limited to the Sunland development .

(2) *Critical Areas.*

(a) [*Policy ~~No. 2.~~*] The soils of this area have been identified as having a critical recharging effect on aquifers used for potable water. Sludge and sewage disposal should be carefully applied, as well as assurance that other contaminants which could enter the aquifer are not allowed.

(b) [*Policy ~~No. 3.~~*] A ~~significant wildlife habitat corridor~~fish and wildlife habitat conservation area has been designated to the east of Sunland. Growth should not significantly impact this corridor.

(3) *Resource Lands.* ([*Policy ~~No. 4~~*)] There are agricultural resource lands to the north, east and west of Sunland. The Sunland planned residential development should not encroach on these agricultural lands.

(4) *Public Services and Facilities.* ([*Policy ~~No. 5~~*)] Sewer and water is provided in the Sunland development through a water and sewer district with adequate capacity to be available in the future.

(5) *Open Space and Greenbelts.* ([*Policy ~~No. 6~~*)] The golf course of Sunland and other open spaces within the development are more than adequate to provide for these needs.

(6) *Transportation.* ([*Policy ~~No. 7~~*)] Sequim-Dungeness Way and Woodcock Road (east of Sequim-Dungeness Way) have potential for large increases in traffic caused by growth within the area. Assurance must be given to having these roads continue to function as major arterials and collectors.

(7) *Land Use.* ([*Policy ~~No. 8~~*)] Development within the Sunland planned urban residential community should continue consistent with the master plan for the development. A mixture of residential densities is appropriate, and roads should be built to urban residential standards.

31.03.340 Dungeness-Kitchen Dick Road neighborhood - Policies.

(1) *Community Vision.*

(a) *Policy 1.* The 20-year vision for the Dungeness-Kitchen Dick Road neighborhood is for moderate rural growth centered along Highway 101 and maintenance of rural densities and open spaces outside the Carlsborg urban growth area.

(b) *Policy 2.* The Dungeness-Kitchen Dick Road neighborhood expects only limited population growth.

(c) *Policy 3.* Environmental quality will be maintained and enhanced through groundwater, wetland, and ~~stream protection~~riparian area measures. The community will continue to monitor development and ways to increase the livability of the community for future generations.

(2) *Community Boundaries (Policy 4).* The Dungeness-Kitchen Dick Road neighborhood is generally defined as the area west of the Dungeness River, south of Old Olympic Highway, east of Kitchen-Dick Road, and north of Roupe Road, excluding the Carlsborg UGA.

(3) *Background Data (Policy 5).* ~~Considerable information was obtained by a task force in the course of developing the Dungeness-Kitchen Dick Road (formerly the Carlsborg neighborhood) plan. The~~Background information is summarized as follows:

~~(a) *Population.* Growth in the Dungeness-Kitchen Dick Road neighborhood is expected to be 285 in the next 20-year period.~~

~~(b) *Land Supply Needs.* Based on expected population growth, the community should expect a total of approximately 150 new dwelling units.~~

(a~~c~~) *Water.* The PUD provides water service to portions of the Dungeness-Kitchen Dick Road community. The water reservoir on Frost Road is designed to handle 350 connections (only 40 connections are currently on the system).

(b~~d~~) *Sewage Disposal.* Currently, there is not a public sewer or community on-site sewage system in the Dungeness-Kitchen Dick Road area operated by a public entity. This area predominantly has excessively permeable soils which require pressurized sand-lined trench systems for individual on-site sewage disposal. Under the new State health regulations, these soils will require a minimum of half-acre lots when there is public water supply. Where there is no public water supply, then minimum lot sizes range from one to two and one-half acres.

(4) *Public Services and Facilities.*

(a) *Water (Policy 6).* The following policies guide water service delivery to this neighborhood:

(i) The PUD water system should be extended at the request of landowners.

(ii) New land divisions should require connection to the PUD water system when economically feasible to serve the property.

(iii) Existing lots or buildings are not required to hook into the PUD water system.

(b) *Sewage Disposal (Policy 7).* The following policies should guide sewage disposal within the area:

(i) Community systems managed and maintained by a public entity will provide greater assurance that water resources will be protected.

(5) *Critical Areas.*

(a) *Policy 8.* The Dungeness River and various wetlands shall be protected from encroachment of development consistent with the County Critical Areas Ordinance.

(b) *Policy 9.* The County and community should continue to work towards protecting and enhancing Matriotti Creek for fish and wildlife habitat.

(c) *Policy 10.* A large portion of the Dungeness-Kitchen Dick neighborhood is within ~~an area having a critical recharging effect on aquifers used for potable water~~a critical aquifer recharge area. Special care must be taken to ensure the use of proper on-site sewage disposal, best management agricultural practices, and other potential sources of contaminants are prevented from entering the aquifer. Also, any commercial and industrial land uses with hazardous substances, such as gas and oil, shall require spill containment and other measures to assure water quality protection.

(6) *Resource Lands.*

(a) *Policy 11.* Agricultural lands designated along the Dungeness River north of the Railroad Park Bridge, along the Sequim Valley airport, and near Kitchen-Dick Road should be protected from encroachment of development.

(b) *Policy 12.* Forest lands of long-term commercial significance (State lands) designated south of the Agnew ditch (south of Atterberry Road) should be protected from encroachment of development.

(7) *Open Space and Greenbelts.*

(a) *Policy 13.* The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical. In addition, the river separates the urban areas of Carlsborg and Sequim. Development along Highway 101 adjacent to the Dungeness River should be low-intensity, maintaining rural character and open space values.

(b) *Policy 14.* The agricultural lands which are adjacent to the airport and Dungeness River should be conserved in open space patterns, preferably through the purchase of development rights, planned unit developments, or very low-density residential subdivisions.

(c) *Policy 15.* Matriotti Creek and its riparian area shall be considered as an open space corridor and greenbelt within the Urban Growth Areas. Consideration should be given to public access (e.g., trails) along the creek only with the mutual agreement of property owners.

(8) *Transportation.*

(a) *Highway 101 (Policy 16).* New development along the highway corridor should reduce conflicts ~~and congestion with the regional mobility of~~ with thru-traffic. Access points should be directed to existing intersections.

(b) *Regional County Roads (Policy 17).* Carlsborg and Kitchen-Dick Roads are considered of regional significance to the County and beyond. The County shall work to ensure that these roads continue to function as regionally significant components of the transportation system.

(c) *Other County Roads (Policy 18).* Improvements to County roads identified in this area include Mill Road and Spath Road. These improvements are for safety purposes only.

(d) *Airport (Policy 19).* The County shall ensure the continued viability of the Sequim Valley airport, including assurance that adjacent land uses do not cause conflicts with the

continued use and maintenance of the airport. This may include exploring the feasibility of expanding allowed uses within the Airport Development (Zone 3) portion of the Airport Land Use Compatibility Overlay to include vacation rentals and other limited lodging services to serve aviation traveling customers.

(e) *Nonmotorized Transportation (Policy 20).* Nonmotorized trails, paths and sidewalks along Highway 101, Carlsborg Road, and the abandoned railroad corridor should be implemented.

(9) *Land Uses (see Land Use Map) (Policy 21).* The Dungeness-Kitchen Dick Road neighborhood is characterized by a mix of rural residential lands and designated agricultural resource lands.

31.03.350 Carlsborg urban growth area - Policies.

The purpose of this section is to establish land use designations and policies for the unincorporated Carlsborg UGA.

(1) *Community Vision.*

(a) *Policy 1.* In setting forth the 560-acre Carlsborg UGA, the Board of County Commissioners recognizes the Carlsborg community's historic mix of commercial, industrial and residential land uses, allows for continued development and economic growth, and seeks consistency with various state and local land use laws, while continuing to respect the character of the community.

(b) *Policy 2.* The 20-year vision for the Carlsborg UGA is for continued commercial, industrial and residential growth consistent with established land use policies and regulations.

(i) Residential growth will continue the historic housing pattern (i.e., single- and multiple-family dwellings). New residential housing will provide for the needs of a wide range of residents to maintain a dynamic community.

(ii) General commercial activities will continue to be developed along portions of the Highway 101 Corridor, and less intense commercial activities along Carlsborg Road.

These activities will provide a range of retail and wholesale services and products for local and regional residents, tourists, and others.

(iii) Industrial activities will continue to be developed within the Carlsborg Industrial Park and Idea Development (north of the Industrial Park). These activities will provide industrial, commercial and manufacturing services fundamental to the economic vitality of the community and Clallam County.

(iv) The area immediately southwest of the intersection of Spath and Carlsborg roads (commonly referred to as the Carlsborg historic village), contains a unique mixture of older commercial and residential properties located on small parcels. The County will continue to work with the community to maintain the historic and cultural value of this area. Development and redevelopment will reflect a human-scale, pedestrian-friendly character enhanced by amenities such as restaurants, shops, sidewalks, lighting, trail connections, and public restrooms.

(c) *Policy 3.* The commercial and industrial activities within the Carlsborg UGA will generate revenue through the creation of ~~family~~ living ~~-~~wage jobs. These activities will be conducted in a manner which promotes community viability blending well with the local character while maintaining environmental stewardship for the benefit of residents, workers, customers, and the entire community. These activities will also be planned for and conducted in a manner consistent with the guidance provided by the Growth Management Act.

(d) *Policy 4.* Environmental quality will be maintained and enhanced through groundwater, well and ~~stream~~ riparian area protection measures.

(i) Public water systems operated by Clallam County PUD No. 1 will be extended throughout the UGA as expeditiously as possible. New development will connect to public water. However, existing individual wells and systems that are maintained and operated in accordance with local and State health regulations shall be allowed to continue indefinitely.

(ii) New development will connect to the Carlsborg Sewer System consistent with the 2014 Carlsborg Wastewater Treatment Plan, as amended, and the adopted sewer connection standards found in Chapter 13.12 CCC, Carlsborg Sewer System.

(iii) Development served by existing on-site septic systems should be encouraged to connect to the Carlsborg Sewer System through incentives and other programs.

(iv) The public-private development of green belts and open spaces and the enhancement of Matriotti Creek as a wildlife corridor will be encouraged.

(e) *Policy 5.* The UGA is part of a regional transportation network, including Highway 101, whereby coordination between local planning and regional transportation planning should be done in order to continue to provide a safe and efficient transportation network.

(f) *Policy 6.* To enhance multi-modal opportunities, linkages and improvements shall be encouraged with a service extension along Carlsborg Road to the Village Center. The multi-modal transit opportunities should include a transit stop and a park and ride lot.

(g) *Policy 7.* Non-motorized transportation and pedestrian usage will be enhanced by installing sidewalks and paths throughout the UGA within walking distance of Greywolf School, along Highway 101, and major arterials and collectors including along Carlsborg/Hooker, Atterbury, Taylor Cutoff, Mill, Heath, East Runnion, and Spath Roads. In addition, non-motorized opportunities should be established adjacent to Matriotti Creek with connections to the Olympic Discovery Trail, residential areas, and the Village Center.

(h) *Policy 8.* Residential zoning ~~is~~ should continue as the predominant land use within the UGA and residential areas abut or surround commercial and industrial zones. Carlsborg residents are drawn by the natural beauty of the area; the accessibility of area amenities; and the low to moderate cost of living. New commercial and industrial development should respect the needs and views of adjacent residential areas. Consideration should be given to design elements such as buffers and screening between residential, commercial and industrial zones to protect residents from inordinate noise, light, glare and obstruction of views.

(2) *Urban Growth Area Boundaries. (Policy 9).* The Carlsborg UGA is composed of three areas: Highway Commercial, Carlsborg Village Center, and Urban Residential. These areas are depicted on the official land use map and are more generally described as follows:

(a) Highway Commercial – generally defined as that area adjacent to the Highway 101 corridor between Matriotti Creek on the west and Gilbert/Taylor Cutoff Road on the east, excluding that portion on the south side of Highway 101 beginning at Parkwood

Manufactured Housing Community, LLC. East of Parkwood Manufactured Housing Community, LLC, to Taylor Cutoff Road is commercial. This also includes those existing businesses on the east side of the intersections of Gilbert/Taylor Cutoff Road and Highway 101, as well as the commercial areas along Hooker Road between Highway 101 and Atterberry Road.

(b) Carlsborg Village Center – generally defined as that area adjacent to Carlsborg Road between Runnion Road and the Olympic Discovery Trail (including the industrial parks), and property abutting Streit Road between Spath and W. Runnion, and no further east than the boundary of the Carlsborg Industrial Park. This area also includes those properties on the north side of Runnion Road, east of the Carlsborg/Runnion Road intersection.

(c) Urban Residential – generally defined as those lands not described above and east of or including Matriotti Creek, west of Taylor Cutoff Road, south of Spath Road and north of Atterberry Road.

(3) *Background Data. (Policy 10).* ~~Considerable information was obtained in the course of developing the Carlsborg neighborhood plan.~~ The following information includes existing and forecast population and 20-year built-out potential.

(a) The population in the Carlsborg UGA~~neighborhood~~ was 918~~856~~ in 202~~013~~, and is forecast to be about 1,20~~488~~ in 204~~530~~, based on the 2025 LCA~~and 1,971 in 2050 based on a 2.15 percent annual rate of growth as identified in the 2014 Sewer Facility Plan~~.

(b) *Land Supply Needs.* Based on expected population growth, the community should expect a total of approximately 195~~225~~ new dwelling units within the 20-year planning period.

(c) *Water.* The PUD provides water service to portions of the Carlsborg UGA. Additionally, private wells and group water systems provide service within the UGA.

(d) Sanitary sewer service is presently available~~anticipated by the fall of 2017~~. This system includes~~will require~~ gravity sewer mains connecting to a pump station in Carlsborg and force mains (pressure sewer lines) to the City of Sequim via Highway 101 bridge to a point of connection with the City of Sequim collection system at Grant Road. From there, Carlsborg wastewater will be conveyed in a common sewer to the City of Sequim Water Reclamation Facility.

(4) *Public Services and Facilities.*

(a) *Water. (Policy 11.)* The following policies guide water service delivery to this neighborhood:

(i) The PUD is~~shall be~~ the public water purveyor within the Carlsborg UGA.

(ii) New land divisions shall require connection to the PUD water system, or another approved water system which meets the level of service standards set by the Carlsborg Capital Facilities Plan.

(iii) Existing lots or buildings are not required to hook up to the PUD water system.

(b) *Sewage Disposal. (Policy 12).* The following policies shall guide sewage disposal within the area:

(i) Clallam County shall utilize the 2014 Carlsborg Wastewater Facilities Plan, as amended, to assist in guiding development and expansion of the Carlsborg Sewer System.

(ii) All new on-site septic systems and repairs of failed systems shall utilize enhanced treatment technologies in order to achieve a minimum 50 percent reduction in nitrate discharge. In identifying appropriate treatment methods, consideration shall be given to the latest technology available that has demonstrated reliable treatment and removal of biological and chemical contaminants.

(iii) Clallam County shall adopt and periodically update policies and requirements for connections to the Carlsborg Sewer System found in Chapter 13.12 CCC.

(5) *Critical Areas.*

(a) *Policy 13.* The Dungeness River and various wetlands within and near the UGA shall be protected from encroachment of urban development consistent with the Clallam County Critical Areas Ordinance.

(b) *Policy 14.* The County shall continue efforts to work with the Carlsborg community to protect and enhance Matriotti Creek for fish and wildlife habitat, and promote environmental education.

(c) *Policy 15.* A large portion of the Carlsborg UGA is within an area having a critical recharging effect on aquifers used for potable water.

(i) With the development and construction of a sanitary sewer system, properties with on-site septic systems will be encouraged to connect to sewer. The decrease in on-site septic use will reduce groundwater contamination from this source.

(ii) All new development and redevelopment shall adhere to stormwater run-off best management practices that include the use of low impact development techniques, best management agricultural practices, and homeowner maintenance practices (e.g., lawn fertilizer, disposal of pet wastes) to ensure aquifer contamination is minimized.

(iii) Any commercial and industrial land uses with hazardous substances, such as gas and oil, shall require spill containment and other measures to assure continued water quality protection.

(6) *Open Space and Greenbelts. (Policy 16.)* Matriotti Creek shall be considered as an open space corridor and greenbelt within the UGA. Consideration should be given to public access (e.g., trails) along the creek only with the mutual agreement of property owners.

(7) *Transportation.*

(a) *Non-motorized Transportation. (Policy 17).* Non-motorized trails, paths and sidewalks are required within walking distance of Greywolf School, and in the vicinity of Highway 101, Carlsborg Road, Olympic Discovery Trail, and Matriotti Creek, in order to enhance foot and bicycle transportation between residential, commercial, recreation areas and public schools. A sidewalk and trail plan, as specified in the Carlsborg Capital Facilities Plan, shall be implemented as a condition of new developments and/or through an improvement district or grant project approved by the Board of Clallam County Commissioners.

(b) *Policy 18.* Traffic circulation shall be improved through and within the Carlsborg UGA. This should include maintaining a level of service of "C" throughout the UGA.

(c) The County shall consider the 2008 Carlsborg Area Transportation Study as it relates to overall traffic improvements within the Carlsborg UGA.

(d) The County shall continue efforts in identifying road and traffic enhancements through the Six-Year Transportation Improvement Program.

(e) *Highway 101. (Policy 19).* New development along the highway corridor shall address congestion and conflict along with the need for regional mobility of traffic along Highway 101 by considering alternate and safe access to the development, including but not limited to: constructing a frontage road along Highway 101 or combining access with existing, adjacent access locations where feasible.

(f) *Policy 20.* Highway 101 is the primary highway that provides the main through-corridor for all vehicle traffic between Sequim and Port Angeles, and all points to the east and west of those communities. The County recognizes that the maintenance, operation and/or modifications to SR 101 are under the jurisdiction of the Washington State Department of Transportation (WSDOT). However, the County also has an inherently vested interest in the safe and efficient traffic flow on SR 101 for commercial, private and emergency vehicular traffic throughout its length, including the section that passes through the Carlsborg UGA. The County shall work with the WSDOT to develop a plan for the Carlsborg/Highway 101 Corridor that:

(i) Identifies intersection improvements and access restrictions/frontage road improvements that are needed to improve safety and enhance regional mobility;

(ii) Ensures that installation of additional traffic signals along Highway 101 shall only be considered by WSDOT after all other reasonable alternatives have been determined to be infeasible;

(iii) Ensures that all other highway improvements within the corridor are developed consistent with all other County land use goals and policies as specified in the Comprehensive Plan, Zoning Code and Capital Facilities Plan, as now or hereafter amended.

(g) *Policy 21.* The County and WSDOT shall jointly review access permits to ~~insure~~ensure that new access is minimized to the greatest degree feasible. New access is to be directed to existing intersections with preference to those that are signalized.

(h) *Policy 22.* To accommodate new development, frontage roads may need to be developed by property owners with assistance of Clallam County through the Road Improvement District program in the following locations: (i) between Greywolf School and Highway 101 west of Carlsborg Road, and (ii) between Parkwood Manufactured Housing

Community, LLC, and Hooker Road via Valley Center Place and Harrison Road (private roads).

(i) *Regional County Roads. (Policy 23).* Carlsborg Road is considered to have regional significance to the County. The County shall work to ensure that this road continues to function as a regionally significant component of the transportation system.

(j) *Other County Roads. (Policy 24).* Improvements to County roads identified in this area are specified in the Carlsborg Capital Facilities Plan and include: Mill Road, E. Runnion Road and Spath Road. These improvements (road widening) are for safety purposes only.

(8) *Development Standards.*

(a) *Policy 25.* It is the general goal to improve the appearance of Highway 101 commercially zoned properties and the Carlsborg Village area through improvements to building appearance, landscaping, parks and trails. The following guidelines should be followed:

(i) The County should investigate obtaining an improvement district and/or grant funding to assist with these efforts. Landscaping of new commercial and industrial developments shall include street trees and landscape plantings along the roadside edge of the developments.

(ii) New development will be designed so that buildings and parking areas are situated on parcels in ways that improve access and safety for pedestrians and transit.

(iii) In conjunction with area property owners, the County should investigate the need for special zoning standards and financial incentives (tax credits, grants, etc.) that will assist in the preservation and redevelopment of the historic village of Carlsborg.

(iv) All new development shall incorporate adequate internal pedestrian circulation features (sidewalks, trails, pathways) that emphasize safety and connections to community features (historic village, Greywolf School, Highway 101, commercial areas, industrial parks, parks, Olympic Discovery Trail, etc.).

(v) The County shall work with the Carlsborg community to seek additional recreation opportunities, including trails and potential neighborhood parks should be explored. These facilities shall be connected through the development and implementation of a sidewalk/trail plan with mutual agreement from affected property owners.

(vi) Additional zoning standards shall be developed for the UGA to include minimum lot size and width and height, off-street parking, signage, and buffer provisions to safeguard residential areas from commercial/industrial developments.

(b) *Policy 26.* Water supply shall be provided consistent with the following:

(i) All new land divisions shall connect to an approved public water supply. Approved public water supply shall consist of either of the following:

(A) Clallam County PUD Carlsborg water system;

(B) Existing Group A public water systems (i.e., private systems with more than 15 service connections) provided that such system shall:

1. Comply with design and water quality standards established by State law (Chapters 246-290 and 246-291 WAC), as now or hereafter amended, and

2. Provide level of service (LOS) equal to or greater than that specified in the 2000 Carlsborg Capital Facilities Plan, as amended.

(ii) Existing individual wells and community water systems shall be allowed to continue indefinitely; provided, they comply with State and County health code requirements for potable water. When existing systems fail to meet these standards, and when the landowner is unable to rectify the deficiency, the ~~land owner~~landowner shall be required to connect to the PUD system or other approved community water system. To rectify a deficiency, the landowner may make structural or facility repairs, or deepen or replace an existing well, which must be drilled at a minimum into the middle aquifer.

(iii) Existing individual wells or community systems shall not be expanded or altered in any way that would result in the expansion of the system or service area without full compliance with all criteria of this section.

(iv) New community water systems in the Carlsborg UGA shall be permitted only if they meet or exceed the criteria for Group A water systems (15 or more connections), and demonstrate consistency with the level of service established in the Carlsborg CFP.

(c) *Land Use Designations/Boundaries. (Policy 27).* Land use designations for the Carlsborg UGA shall only be amended consistent with the following:

(i) In order to help provide consistency and certainty for landowners, the Carlsborg UGA shall not be comprehensively reevaluated for changes in land use designations for a period of 10 years from the date of adoption of this policy., except where clear public benefit exists in accordance with RCW 36.70A.110(8), as now or hereafter amended.

(ii) Amendments to land use designations involving individual parcels or groups of parcels shall be reviewed consistent with CCC 31.08.370 (Required Showing for an Amendment).

(iii) The boundaries of the Carlsborg UGA may be reviewed and considered for expansion only after it can be demonstrated that population growth rates and land supply projections did not provide sufficient urban lands within the Carlsborg UGA to accommodate needed future growth.

(9) *Land Uses.*

(a) *Policy 28.* The Carlsborg Land Use Map shall serve as the official zoning map for the unincorporated Carlsborg UGA. Land use zones established are shown in Table 1 below:

Table 1. Conversion Table of Comprehensive Plan and Zoning Designations

Comprehensive Plan Designation	Zoning Designation	Zoning Symbol
Carlsborg Urban Residential – Low	Carlsborg Urban Residential – Low	CR-I
Carlsborg Urban Residential – Medium	Carlsborg Urban Residential – Medium	CR-II
Carlsborg Urban Residential – High	Carlsborg Urban Residential – High	CR-III

Comprehensive Plan Designation	Zoning Designation	Zoning Symbol
Carlsborg Village Center	Carlsborg Village Center	CN
Carlsborg General Commercial	Carlsborg General Commercial	CGC
Carlsborg Commercial	Carlsborg Commercial	CC
Carlsborg Industrial	Carlsborg Industrial	CI

(b) *Policy 29.* The purpose of land use zones established under this section is as follows:

(i) *Carlsborg Urban Residential – Low (CR-I).* The purpose of the Carlsborg Urban Residential Low designation is to provide a density of four to six dwelling units per acre for single-family residential development that is generally free from encroachment of commercial and industrial activities.

(ii) *Carlsborg Residential – Medium (CR-II).* The purpose of the Carlsborg Urban Residential Medium designation is to provide a density of four to eight dwelling units per acre for areas of single- and multifamily residential development that is generally free from encroachment of commercial and industrial activities.

(iii) *Carlsborg Residential – High (CR-III).* The purpose of the Carlsborg Urban Residential High designation is to provide a density of four to 10 dwelling units per acre for areas of single- and multifamily residential development that is generally free from encroachment of commercial and industrial activities.

(iv) *Carlsborg Village Center (CN).* The purpose of the Carlsborg Village Center designation is to provide for high-density residential development and small scale commercial uses that can be located and serve residential neighborhoods within the historic village center of Carlsborg. The standards for the district are intended to reinforce the established scale and ambiance of neighborhood retail oriented toward the pedestrian while ensuring adequate transit and automobile access. The Village

Center designation is intended to promote local orientation and to limit adverse impacts on nearby residential areas.

(v) *Carlsborg General Commercial (CGC).* The purpose of the Carlsborg General Commercial designation is to provide for a wide range of moderate-scale commercial activities that provide for neighborhood, regional, and tourist-related goods and services for both residents and the traveling public.

(vi) *Carlsborg Industrial (CI).* The purpose of the Carlsborg Industrial designation is to allow for low nuisance, low intensity industrial uses.

(vii) *Carlsborg Commercial (CC).* The purpose of the Carlsborg Commercial designation is to provide for a limited area of high-density residential development and low impact neighborhood commercial activities.

31.03.415 Miller Peninsula neighborhood - Policies.

(1) *Location. ([Policy ~~No. 1~~)]* This neighborhood generally includes the Miller Peninsula from the western shores of Discovery Bay to the eastern shores of Sequim Bay, and from the Strait of Juan de Fuca on the north to the Forest Service boundary on the south.

(2) *Public Services and Facilities.*

(a) [*Policy ~~No. 2.~~]* See Diamond Point-Sunshine Acres rural center discussion.

(b) [*Policy ~~No. 3.~~]* Concern has been raised regarding the potential fire danger on the Miller Peninsula. The State of Washington and the Homeowners' Association should be encouraged to provide a fire break.

(c) [*Policy ~~No. 4.~~]* Public access along the saltwater shoreline should be encouraged in order to link public tidelands in the area (see Park and Recreation Plan).

(d) [*Policy ~~No. 5.~~]* New private development and outdoor oriented recreation facilities which are larger than twenty (20) acres in size and/or would use large volumes of water shall be required to establish that the Miller Peninsula groundwater sources are sufficient to meet the build-out potentials of the Miller Peninsula neighborhood and the Diamond Point rural center as well as the proposed development prior to development approval.

(e) [*Policy ~~No. 6.~~*] Clallam County PUD shall be the only PUD allowed to construct water systems or sewer systems within the Miller Peninsula and the Diamond Point rural center.

(3) *Critical Areas and Open Space.*

(a) [*Policy ~~No. 7.~~*] The shoreline bluffs along the Strait of Juan de Fuca and Discovery Bay have been designated as ~~critical wildlife corridors~~fish and wildlife habitat conservation areas (primarily birds) and as geologically hazardous areas. Consideration must be given to the proper siting of development to ensure both protection of habitat and safety.

(b) [*Policy ~~No. 8.~~*] Highway 101 in this area is the most scenic stretch within this regional planning area. It is the gateway to Clallam County from the east. Rural development shall protect the scenic character, including prohibition on billboard construction, purchase of scenic conservation easements along the highway corridor and/or encouragement of planned unit developments for scenic properties along the highway.

(4) *Transportation.*

(a) [*Policy ~~No.~~ 9.*] Clallam County, Jefferson County and the State should work together to make improvements to the Diamond Point-Old Gardiner-Highway 101 intersection, particularly as traffic might increase due to the Miller Peninsula State Park.

(b) [*Policy ~~No. 10.~~*] Diamond Point Road shall meet minimum County road standards prior to development of the planned Miller Peninsula State Park. The road also has inadequate shoulders for bicycling and walking; the shoulders or other trails should be improved.

(c) [*Policy ~~No. 11.~~*] The number of access points to Diamond Point Road shall be limited in order to maintain a greenbelt along the road.

(5) *Resource Lands. ([Policy ~~No. 12~~)]* Forest lands of long-term commercial significance have been designated south of Chicken Coop Road. These forest lands shall not be encroached upon by residential development. Development adjacent to these lands must consider the impact to the adjacent forest land use.

(6) *Land Use.*

(a) *Policy 13.* This area has strong rural character, including open space corridors along the highway and large ownership patterns. Large areas of public land exists on the Peninsula, now designated by the Washington State Parks Commission for future development as a

State Park. Rural densities should remain at one dwelling per five acres (rural low), with the area along East Sequim Bay Road designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263.

(b) *Policy 14.* Commercial land uses shall be strongly discouraged along US 101 and within a half mile of roads intersecting US 101 as these would tend to encourage strip development of the highway and diminish the current rural character of the area.

(c) *Policy 15.* Commercial development at the intersection of Diamond Point Road and US 101 or at any point along US 101 between the eastern Clallam County line and the Blyn rural center will be discouraged as sufficient areas for commercial development have been provided within the Diamond Point/Sunshine Acres and Blyn rural centers. Should the Jamestown S'Klallam Tribe put its ownership in the vicinity of the intersection of Diamond Point Road and US 101 into tribal trust status in order to allow commercial development of this site contrary to the direction provided by local residents as expressed in the Sequim-Dungeness Regional Plan, then such development shall not provide any justification for adjacent commercial development of lands under Clallam County jurisdiction.

31.03.425 Palo Alto-Chicken Coop neighborhood - Policies.

(1) *Location.* ~~[(Policy No. 1)]~~ This neighborhood is generally described as the foothills area from the Dungeness River on the west to the Jefferson County line on the east, including land along Highway 101 on the east side of Sequim Bay, but exclusive of Happy Valley.

(2) *Critical Areas.*

(a) ~~[~~*Policy No. 2.*~~]~~ Due to the steeper slopes in this area, much of the land has been designated as ~~being erosion and landslide prone~~erosion and landslide hazard areas. Development within these areas shall adhere to best management practices.

(b) ~~[~~*Policy No. 3.*~~]~~ Fish and wildlife habitat ~~resources~~ conservation areas in the area include Johnson Creek, Jimmycomelately Creek, Chicken Coop Creek, and Sequim Bay. These areas

provide significant fish and wildlife habitat and need to be protected from impacts of development.

(3) *Resource Lands.*

(a) [*Policy ~~No. 4.~~*] The majority of this area has been designated as forest lands of long-term commercial significance. These lands are still commercially viable; provided, that development is not allowed to encroach on these lands.

(b) [*Policy ~~No. 5.~~*] Development adjacent to designated commercial forest lands shall be at a very low density (one home per 20 acres). Those areas where the predominant land use pattern at this time is one home per five acres may be designated for low densities (one home per five acres).

(4) *Transportation.*

(a) [*Policy ~~No. 6.~~*] Several County roads within this area are less than 20 feet in width and have traffic levels in excess of 150 vehicles per day (ADT). Further development, such as land divisions and other traffic-generating development should not be allowed until the roads meet minimum safety standards identified in this plan.

(b) [*Policy ~~No. 7.~~*] Along Highway 101, potential encroachment or sprawl from the Blyn rural center, including development accessory to the Jamestown S'Klallam casino, shall be avoided.

(5) *Land Use.*

(a) *Policy 8.* This area has strong rural character, including open space corridors along the highway and large ownership patterns. Because of commercial forest land use, most rural densities should be at one dwelling per 20 acres (Rural Very Low), except along East Sequim Bay Road, which is designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), and the lower parts of Palo Alto Road, which is designated for low rural densities (one home per five acres).

(b) *Policy 9.* US 101 from Johnson Creek to the Jefferson County line is the most scenic stretch within this regional planning area. It is the gateway to Clallam County from the east.

Rural development shall protect the scenic character, including prohibition on billboard construction, purchase of scenic conservation easements along the highway corridor and/or encouragement of planned unit developments for scenic properties along the highway.

(c) *Policy 10.* Commercial land uses shall be strongly discouraged along US 101 and within a half mile of roads intersecting US 101 as these would tend to encourage strip development of the highway and diminish the current rural character of the area.

31.03.435 Blyn LAMIRD - Policies.

(1) *Location (Policy 1).* The Blyn LAMIRD is at the south end of Sequim Bay. The Blyn LAMIRD is composed of a mix of recreational, commercial, and residential activities.

(2) *Critical Areas (Policy 2).* The Blyn LAMIRD includes large wetland complexes and ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas, in addition to Sequim Bay. Fragmentation of these wetlands and habitats by development should not occur. Development is encouraged to transfer density or cluster development away from these critical areas.

(3) *Resource Lands (Policy 3).* Forest lands of long-term commercial significance are located nearby the Blyn LAMIRD. The LAMIRD designation is limited to those areas characterized by more intensive development by July 1, 1990, and ensures that encroachment of more intensive rural development into forestlands will not occur. Development adjacent to these forest lands shall assure compatibility with normal timber harvesting practices.

(4) *Public Services and Facilities (Policy 4).* Future development by the Jamestown S'Klallam Tribe in the Blyn LAMIRD will require increased public services, particularly police and fire. Future development plans should be carefully coordinated with those service providers. It is also assumed that some services will be provided by the Tribe and would be open to local residents.

(5) *Transportation (Policy 5).* Impacts to Highway 101 from development in Blyn must be mitigated. Improvements to intersections of County roads and Highway 101 will be required for new development which increases traffic congestion. An overpass on Highway 101 should be considered if traffic congestion caused by development of the casino impacts the regional mobility of the highway.

(6) *Land Use.*

(a) *Policy 6.* The ~~Jamestown S'Klallam Tribe began a casino operation at Blyn in 1995. This operation will have a profound effect on the future of this area, including increased traffic and increased desire for other services (such as restaurants, lodging and gas stations). The Tribe has been careful in its development plans to address issues facing the community. Since local government has no regulatory authority of Tribal land use, it is best that the community work together with the Tribe to address any concerns. Some issues that the Tribe and community have been working together on include~~ County should continue working with the Jamestown S'Klallam Tribe to address issues related to its Blyn casino, including routing the Olympic Discovery Trail across Tribal land, the proposed inclusion of the salt marsh observation deck and natural resources interpretive center, providing signage describing the historical significance of the previous logging yard, and monitoring of environmental rehabilitation of the Jimmycomelately Creek and estuary.

(b) *Policy 7.* Blyn qualifies for designation as a LAMIRD and is designated as a LAMIRD with logical outer boundaries delineated predominately by a built environment that existed before or as of July 1, 1990. Infill development will be allowed consistent with the type, scale, size, or intensity of development that already existed as of July 1, 1990.

31.03.445 Happy Valley-Bell Hill neighborhood - Policies.

(1) *Location.* ~~*([Policy No. 1]]*~~ The Happy Valley and Bell Hill neighborhood is south of the Sequim urban growth area. The area includes Bell Hill, the Valley floor, as well as some of the foothills, and extends from Johnson Creek on the east to the Dungeness River on the west.

(2) *Critical Areas.* ~~*([Policy No. 2]]*~~ Happy Valley includes some steep slopes on the south side of Happy Valley Road ~~which~~ that are landslide and erosion hazard areas~~s~~. There are several wetland ~~resource~~ areas throughout the Valley, and both Johnson Creek and the Dungeness River are designated as ~~significant fish and wildlife corridors~~fish and wildlife habitat conservation areas.

(3) *Resource Lands.*

(a) ~~[~~*Policy ~~No. 3.~~]* This neighborhood includes some lands designated as forest lands of long-term commercial significance. With the exception of one parcel (State of Washington –

Section 36 – River Road), these forest lands are on steeper slopes not conducive to development. Some lands designated as Rural Very Low have the ability to produce commercial timber; due to the steeper slopes, and larger parcels, cluster development on these parcels is encouraged.

(b) ~~[~~*Policy ~~No. 4.~~]* The State of Washington land along River Road in Section 36 can be of long-term commercial significance for timber production. Because this land is relatively flat and in close proximity to the City of Sequim, interest in more intense uses of this land have been expressed (e.g., golf courses and residential development). Encroachment of residential uses in this area may result in greater difficulty in managing this parcel in the long run for timber production. This plan, however, envisions continued timber production on this parcel until such time as it can be demonstrated that timber production is not viable in the long-term and growth cannot be directed to other non-resource areas. This parcel can also be considered for potential public recreation uses, as its location adjacent to the Dungeness River and City of Sequim offer good opportunities.

(4) *Transportation.*

~~(a) [*Policy No. 5*] Happy Valley was considered as an option for the Sequim Bypass. Construction of a highway in this area would be entirely incompatible with the rural character of the area and shall not be pursued.~~

(b) ~~[~~*Policy ~~No. 6~~]* Happy Valley Road should continue to maintain rural characteristics, designed for low speeds and local traffic. Consideration should be given, however, to improving the road through the curves on the east end and connecting Happy Valley and Palo Alto Roads to have only one intersection with Highway 101.

(c) ~~[~~*Policy ~~No. 7~~]* Sequim Avenue South should be extended to meet Happy Valley Road. This will improve circulation between Happy Valley and Sequim.

(5) *Land Use.*

(a) *Policy 8.* With the exception of Bell Hill, this area remains rural with a variety of rural densities. Bell Hill (Highland Hills development) is suburban in character with sewer services provided by the City of Sequim and water service by the Public Utility District. The Happy Valley community has expressed a strong interest in protecting the rural quality of the area. Varying residential densities are appropriate for this area, with certain areas

designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique).

(b) *Policy 9.* Flexible zoning techniques may conserve rural characteristics under the following circumstances:

(i) Overall increase in underlying densities should not be allowed unless some other public benefits are provided;

(ii) Open space or forest lands are conserved in perpetuity; and/or

(iii) The clustered development maintains rural characteristics, considering building design and placement on lots relative to topography and adjoining landowners.

(c) *Policy 10.* Some of the more vocal opposition to home-based businesses and industry came during neighborhood meetings for this area. Landowners prefer not to see home-based industries which cause traffic, are unsightly and would otherwise detract from a rural residential character. Examples of incompatible development are car repair and tourist shops.

(d) *Policy 11.* Land use designations need to consider logical physical or community boundaries. ~~Past designations were not consistent throughout the Valley area, with densities ranging from one home per acre to one home per 20 acres.~~

31.03.455 Sequim-West Neighborhood - Policies.

(1) *Description.* ~~{[~~*Policy ~~No. 1~~*~~)]}~~ This area includes lands to the northwest, west and southwest of the City of Sequim.

(2) *Critical Areas.*

(a) ~~[~~*Policy ~~No. 2.~~*~~]~~ Several critical areas have been designated within this area, including the Dungeness River, Cassalery Creek, and ~~lands with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas.

(b) [*Policy ~~No. 3.~~*] For policies governing protection of the designated critical areas, please refer to CCC 31.03.195.

(3) *Resource Lands. ([Policy ~~No. 4~~])* Forest lands of long-term commercial significance have been designated just south of this neighborhood. Land uses adjoining that land shall ensure continued viability of long-term forest production, with increased setbacks from the forest line and notification of potential incompatible uses required during new development.

(4) *Transportation.*

(a) *Policy 5.* This neighborhood includes several circulation systems that are critical to the regional ability to move people and goods including Highway 101, River Road, Priest Road, Hendrickson Road, and Old Olympic Highway. In addition, the abandoned railroad corridor (Railroad Bridge Park) provides a non-motorized link to the Olympic Discovery Trail from Carlsborg to Sequim and public transit uses these principal routes.

(b) [*Policy ~~No. 6.~~*] Portions of the Sequim Bypass are planned to go through this neighborhood. It is imperative that new highway construction be assured of minimal congestion caused by new growth. Expansion of urban growth area boundaries in order to cater to the highway traffic shall be discouraged.

(c) [*Policy ~~No. 7.~~*] Please see Figure 4 for planned improvements to circulation along Hendrickson and Priest Roads. In addition, the County and Jamestown S'Klallam Tribe should work cooperatively to ensure safe access to the planned Natural History Center.

(d) [*Policy ~~No. 8.~~*] Old Olympic Highway must be continually monitored for meeting LOS standards in this area. This section of highway carries large volumes of traffic and may not maintain acceptable standards. Alternatives to increasing capacity of the road should be sought, such as increased transit service and other demand management strategies.

(5) *Open Space and Greenbelts. ([Policy ~~No. 9~~])* The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical. In addition, the River separates the urbanizing areas of Carlsborg and Sequim. Development along Highway 101 adjacent to the Dungeness River should be low-intensity, maintaining rural character ~~and open space values~~.

(6) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 10.*] This neighborhood includes some pockets of higher urban ~~type~~ densities close to the City of Sequim. These developments require increased public services and facilities, such as police, fire and health care.

(b) [*Policy ~~No.~~ 11.*] The Jamestown S'Klallam Tribe is planning a natural history center adjoining the Dungeness River; this location would be adjoining the Railroad Bridge Park. The Dungeness River Greenway Concept Plan also envisions other public access potential along portions of the Dungeness River in this area, if cooperatively implemented with landowners.

(7) *Land Use.*

(a) *Policy 12.* Lands along the Dungeness River are designated for low density rural uses, due to environmental constraints. While some lands outside the river corridor in this area have been developed in parcels of one acre or less with roadway systems and other public service and facilities designed to handle this development, a significant portion of this area remains in larger parcel sizes. This area should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263.

(b) *Policy 13.* New land divisions in this area must consider the impact on aquifer recharge areas. Sewage disposal must meet local health code standards and monitoring of groundwater quality should be an ongoing effort.

31.03.465 Dungeness-Jamestown neighborhood - Policies.

(1) *Description. ([Policy ~~No.~~ 1)]* This area is described generally as the area north of Old Olympic Highway and the Sequim urban growth area, and east of the Dungeness River, to the Strait of Juan de Fuca. (For Sunland policies, please refer to CCC 31.03.330.)

(2) *Critical Areas.*

(a) [*Policy ~~No.~~ 2.*] Several critical areas have been designated within this neighborhood planning area, including wetlands, creeks and rivers (Dungeness, Bell, Cassalery, Cooper,

Gierin, Meadowbrook), the Strait of Juan de Fuca, ~~lands with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas, and some erosion~~-prone soils~~ hazard areas.

(b) [*Policy ~~No. 3.~~*] Some of the largest and most important wetland complexes are within this area. Many of these wetland complexes are associated with the saltwater shoreline, and have several fish and wildlife habitat functions. Land uses near these wetland complexes should be for low density rural uses.

(c) [*Policy ~~No. 4.~~*] The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical.

(3) *Resource Lands.*

(a) [*Policy ~~No. 5.~~*] This area includes considerable acreage designated as ~~interim~~ agricultural lands. The only agricultural block that is not facing the possibility of more intense use of the land due to its proximity to growth areas is the block which includes Grays Marsh and lands along Schmuck Road.

(b) [*Policy ~~No. 6.~~*] The agricultural land along Sequim-Dungeness Way and Woodcock Road may see more intense uses of the land if development rights are not acquired. The proximity of this land to major roads, the previous platting into five-acre parcels, and the scenic open space values these parcels bring make them a candidate for purchase of development rights. Other alternatives to consider for these lands is cluster development with open space retained, preferably in continued agricultural use.

(c) [*Policy ~~No. 7.~~*] Some of the agricultural lands along the Dungeness River may also be high priority candidates for purchase of development rights, either due to pressures for conversion to residential uses, caused by "vested" five-acre surveys, and/or conservation of lands along the Dungeness River for other benefits. Several of the Dungeness River parcels were designated as high candidates for open space conservation at public forums in 1994.

(4) *Transportation.*

(a) [Policy ~~No. 8.~~] Please refer to CCC 31.03.130, Transportation Inventory and Analysis, which indicates that Sequim-Dungeness Way, Old Olympic Highway and Woodcock Road (east of Sequim-Dungeness Way) may require improvements in the future.

(b) *Policy 9.* Designated bicycle routes in this area include Old Olympic Highway, Port Williams Road, and Brown Road. Connectors to the Olympic Discovery Trail such as along Sequim-Dungeness Way, Woodcock Road, Evans Road, and Towne Road should be developed.

(c) [*Policy ~~No.~~ 10.*] A nonmotorized trail segment is a possibility along the Dungeness River if the landowners agree. The Dungeness River Greenway Concept Plan identifies use of the dike on the east side of the River between Sequim-Dungeness and Woodcock for potential public access.

(5) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 11.*] The County Parks and Recreation Plan has identified acquisition of tidelands from the Port Williams Park either north or south. This area has also been tentatively identified by the Washington State Department of Fish and Wildlife for public acquisition of both shoreline and upland habitat.

(b) [*Policy ~~No.~~ 12.*] Due to the historic high densities allowed in the Three Crabs Road and Dungeness area, and the potential for water quality problems, consideration to community options for sewage disposal should be given, such as community drainfields.

(c) [*Policy ~~No.~~ 13.*] The City of Sequim's sewer treatment plant and outfall are within this neighborhood planning area. Clallam County shall work cooperatively with the City of Sequim to enable the city to expand their sewer treatment facility to meet future service needs.

(6) *Land Use.*

(a) *Policy 14.* This neighborhood includes the historic community of "Dungeness," Three Crabs and parts of the Jamestown area. Encourage the continued development of "Dungeness" as an historic community providing services to tourists and local residents, consistent with the need to protect adjacent critical areas ~~from adverse impacts~~.

(i) Development within "Dungeness" should focus on the old townsite area, and not be oriented towards Sequim-Dungeness Way.

(ii) Commercial uses allowed within this rural center should be limited to the types of uses that serve the local community and tourists, such as overnight accommodations, restaurants, gift shops, grocery stores, taverns, etc.

(b) *Policy 15.* Development in this area should avoid placing greater impacts on the Dungeness River, wetlands, and saltwater shorelines from stormwater runoff, loss of sensitive area buffers and riparian zones, and human disturbance.

(c) *Policy 16.* Rural residential densities within this area should be set based on natural physical boundaries and natural limitations. The following principles should apply:

(i) Land immediately north and southwest of the City of Sequim should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique);

(ii) Land which is within or in close proximity to wetland complexes and the Dungeness River should be designated for rural low densities (one home per five acres);

(iii) Land north of West Sequim Bay Road to Sequim Bay, outside the City of Sequim urban growth area, should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique).

(iv) Land outside of wetlands and, fish and wildlife habitat conservation areas, but not in close proximity to Sequim, should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique).

(d) *Policy 17.* Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is viable. Work towards long-term conservation through tax incentives and purchase of development rights.

31.03.475 Dungeness Valley neighborhood - Policies.

(1) *Description.* ~~{[~~*Policy ~~No. 1~~*~~]}~~ This area is described as those lands north of Old Olympic Highway, west of the Dungeness River and east of Kitchen-Dick Road.

(2) *Critical Areas.*

(a) ~~[~~*Policy ~~No. 2~~*~~.]~~ Several critical areas have been designated within this neighborhood planning area, including wetlands, Dungeness River, Matriotti Creek, the Strait of Juan de Fuca, lands with a critical recharging effect on aquifers used for potable water and some ~~erosion-prone soils~~erosion hazard areas.

(b) ~~[~~*Policy ~~No. 3~~*~~.]~~ The Dungeness River has been designated as an open space corridor for the benefit of fish, wildlife, flood protection, people and open space. Maintaining the river corridor for these benefits is critical.

(c) ~~[~~*Policy ~~No. 4~~*~~.]~~ Considerable attention has been given to rehabilitating Matriotti Creek for fish habitat. ~~Development along this creek segment should not impact Matriotti Creek and l~~Landowners are encouraged to work with State and local agencies in rehabilitating the stream.

(d) ~~[~~*Policy ~~No. 5~~*~~.]~~ Water quality is essential to the economic and environmental health in the Dungeness Valley. Numerous cultural and economic resources, such as finfish and shellfish, drinking water, and irrigation are dependent upon maintaining good water quality upstream and downstream, above and below ground. Prevention of degradation before it occurs is preferred over the expense of correction. Educational activities are encouraged as a method of preventing nonpoint pollution associated with land use in this area.

(3) *Resource Lands.* ~~{[~~*Policy ~~No. 6~~*~~]}~~ The agricultural lands within this area include Olympic Game Farm, Clark Farm, several other farms along the Dungeness River, and agricultural lands at the intersection of Kitchen-Dick and Old Olympic Highway. Some of these lands may be high priority candidates for purchase of development rights, either due to pressures for conversion to residential uses, caused by "vested" five-acre surveys, and/or conservation of lands along the Dungeness River. Several of the Dungeness River parcels were designated as high candidates for open space conservation at public forums in 1994.

(4) *Transportation.*

(a) [*Policy ~~No. 7.~~*] Several County roads within this neighborhood are primary roads for the circulation within the Sequim-Dungeness regional planning area, including Cays, Anderson, Old Olympic Highway, Woodcock, Sequim-Dungeness Way, Kitchen-Dick, and Lotzgesell or Hogback Roads. The County shall ensure that these roads continue to serve that function, and ways to minimize congestion caused by too many access points or turning movements should be sought.

(b) [*Policy ~~No. 8.~~*] A nonmotorized trail segment is a possibility along the Dungeness River if the landowners agree. The Dungeness River Greenway Concept Plan identifies use of the dike on the east side of the River between Sequim-Dungeness and Woodcock for potential public access.

(5) *Open Space and Greenbelts. ([Policy ~~No. 9~~)]* The agricultural lands at the intersection of Kitchen-Dick and Old Olympic Highway have very high scenic value, in part due to their location along County arterials, and in part due to the proximity to a public recreation site (Dungeness National Wildlife Refuge). Several of these agricultural ownerships have also been previously divided into five-acre parcels, making them highly likely to convert to residential uses. These parcels should be high candidates for purchase of development rights or encouraging cluster forms of development that conserve open space values.

(6) *Public Services and Facilities. ([Policy ~~No. 10~~)]* This neighborhood planning area includes several park and recreation facilities, including Dungeness National Wildlife Refuge and Dungeness Recreation Area, Cline Spit, Dungeness River Park (Ward Road) and Dungeness Boat Launch (Port). The County Park and Recreation Plan identifies additional acquisition of lands on Cline Spit and adjacent to the Dungeness Recreation Area. In addition, the County's recent acquisition of Dungeness River property for park development may lead to other County park facilities along the River implementing the Dungeness River Greenway Concept Plan. There are several private recreation facilities within this area, such as the Dungeness Golf Course which provides recreation activity for the region.

(7) *Land Use.*

(a) *Policy 11.* Due to the outstanding views of Dungeness Bay, several developments within the area occurred prior to zoning regulations, including Mains Farm, Dungeness Bay and Dungeness Beach plats. As a result, where there are no physical or natural limitations, further rural development can occur at suburban-rural residential densities (one home per acre).

(b) *Policy 12.* Lower residential densities should occur adjacent to designated fish and wildlife habitat ~~corridors~~conservation areas: along Matriotti Creek (one home per 2.4 or 4.8 acres); the Dungeness River (one home per 4.8 acres); and Dungeness Bay (one home per five acres) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263.

(c) *Policy 13.* Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is viable. Work towards long-term conservation through tax incentives and purchase of development rights.

~~(d) *Policy 14.* Consider construction of a private or public golf course in this area as needed for the community, provided it is appropriately sited to address environmental, privacy and transportation concerns.~~

31.03.485 Agnew neighborhood - Policies.

(1) *Description.* ~~([~~*Policy ~~No. 1~~]~~* The Agnew neighborhood is described generally as that area north of Old Olympic Highway or the abandoned railroad corridor, east of Siebert's Creek, and west of Kitchen-Dick Road.

(2) *Critical Areas.*

(a) ~~[~~*Policy ~~No. 2.~~]~~* Critical areas designated in this area include Siebert's Creek, McDonnell Creek, Strait of Juan de Fuca, some ~~areas with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas, and geologically hazardous areas associated with creek ravines and marine bluffs.

(b) ~~[~~*Policy ~~No. 3.~~]~~* Both Siebert's and McDonnell creeks are ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas. Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

(c) [*Policy ~~No. 4.~~*] Development along unstable marine bluffs should be set back sufficiently to minimize any public danger and control stormwater runoff to minimize erosion impacts.

(3) *Resource Lands.* ([*Policy ~~No. 5~~*)] This area includes significant acreage designated as ~~interim~~ agricultural lands. Some of the agricultural lands pose a high potential for conversion to more intense uses of the land caused by "vested" five-acre surveys, while other lands, such as the Weyerhaeuser Tree Farm, have not been platted into five-acre parcels.

(4) *Transportation.*

(a) [*Policy ~~No. 6.~~*] Both Old Olympic Highway and Kitchen-Dick Road are regionally significant roads. Development along these roads should cause minimal conflicts or congestion with the primary purpose of these roads to move people and goods. Access points to these roads shall be consolidated where possible, and development which has significant traffic volumes should require installation of turn lanes.

(b) [*Policy ~~No. 7.~~*] Old Olympic Highway through the Siebert's Creek curve is identified on the Six (6) Year Transportation Plan for realignment. This will increase safety on this road segment by avoiding a dangerous curve with icy conditions in the winter.

(c) [*Policy ~~No. 8.~~*] Old Olympic Highway and Kitchen-Dick Road are both designated as bicycle routes. Shoulders should be adequate to safely carry all nonmotorized traffic.

(5) *Open Space and Greenbelts.* ([*Policy ~~No. 9~~*)] The agricultural lands along Old Olympic Highway have very high scenic value due to their location along a regionally significant road. Parcels along this road should be high candidates for purchase of development rights or encouraging cluster forms of development that conserve open space values.

(6) *Public Services and Facilities.*

(a) [*Policy ~~No. 10.~~*] The Public Utility District operates a water system serving portions of this neighborhood planning area. Private water systems also serve the Monterra development, which is also proposed to be intertied with the Solmar water system.

(b) [*Policy ~~No. 11.~~*] Public water service in this area shall not result in or be justification for higher density than that anticipated by this neighborhood plan.

(7) *Land Use.*

(a) ~~[~~*Policy ~~No. 12.~~]* Since adoption of the first zoning ordinance, the Agnew neighborhood has been very vocal and supportive of maintaining low rural residential densities (one home per five acres). These rural densities shall be continued through implementation of this plan for those lands north of Old Olympic Highway, west of Kitchen-Dick Road and east of Siebert's Creek. An exception to these densities is the Blue Ribbon Farm development, which has been previously platted into one acre lots. This development pattern is now predominant in that area and may be continued.

(b) ~~[~~*Policy ~~No. 13.~~]* The predominant land use in this area should be rural residential and agricultural uses. Home-based enterprises, bed and breakfast inn facilities and other nonintrusive uses might be appropriate if adequately screened and compatible with adjoining land uses.

(c) ~~[~~*Policy ~~No. 14.~~]* Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is still viable. Work towards long-term conservation through tax incentives and purchase of development rights.

31.03.500 Lost Mountain neighborhood – Policies.

(1) *Description.* ~~([~~*Policy ~~No. 1~~)]* This neighborhood is described generally as the area between the Dungeness River on the east and McDonnell Creek on the west, north to Atterberry Road and south to the Olympic National Forest.

(2) *Critical Areas.*

(a) ~~[~~*Policy ~~No. 2.~~]* Critical areas designated in this area include geological hazardous areass, ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas, ~~some areas with a critical recharging effect on aquifers used for potable water~~critical aquifer recharge areas (mostly near the Dungeness River), and wetlands.

(b) ~~[~~*Policy ~~No. 3.~~]* The steeper slopes of Lost Mountain, and adjacent to the Dungeness River and McDonnell Creek, are considered erosion-~~prone~~ hazard areas. Development within these areas must ensure proper drainage and erosion control to minimize impacts.

(c) ~~[~~*Policy ~~No. 4.~~]* The Dungeness River and McDonnell Creek have been designated as ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas.

Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

(d) [*Policy ~~No.~~ 5.*] Because this neighborhood is in the upper parts of the watershed, impacts from development have downstream effects. Many of the wetlands and soils in this area provide groundwater recharge needed for potable water supplies. Runoff from steeper slopes can cause sedimentation and other nonpoint pollution to surface waters. Development must be carefully sited to assure downstream impacts are avoided.

(3) *Resource Lands.*

(a) [*Policy ~~No.~~ 6.*] This planning area includes large acreage of lands designated as forest lands of long-term commercial significance. Some of the lands within this area (Lost Mountain Estates) have already been converted to residential development. Further encroachment into the commercial forest lands shall not be allowed.

(b) [*Policy ~~No.~~ 7.*] Development adjacent to designated forest lands of long-term commercial significance should be at a very low density (one home per 20 acres). Those areas where the predominant land use pattern at this time is one home per five acres, or where residential development does not conflict with adjacent timber harvesting, may be designated for low densities (one home per five acres).

(4) *Transportation. ([Policy ~~No.~~ 8)]* Several County roads within this area are less than 20 feet in width and have traffic levels in excess of 150 vehicles per day (ADT). Further development, such as land divisions and other traffic-generating development should not be allowed until roads meet minimum safety standards identified in this plan.

(5) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 9.*] Limited public services and facilities are available and/or planned for this neighborhood. The PUD water system extends along Atterberry Road, but it is not planned to extend any further west. Fire District #3 has a volunteer station in Texas Valley.

(b) [*Policy ~~No.~~ 10.*] Public services and facilities should be limited in this area due to the low residential densities and the inefficiency in delivering services to low densities.

(c) [*Policy ~~No.~~ 11.*] Because of the proximity to forest lands of long-term commercial significance, fire protection measures for adjacent nonforest uses must be considered in development project approval.

(6) *Land Use.*

(a) *Policy 12.* Residential densities in this area should be at one home per five acres (rural low), except for lands between Taylor Cut-Off Road and Hooker Road near Carlsborg, which should be designated for Rural Neighborhood Conservation (five-acre base density) subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), and Lost Mountain, which should be designated for Rural Very Low.

(b) *Policy 13.* The development pattern in Texas Valley varies from lot sizes less than five acres to lots 20 acres in size. The Valley, however, should receive land use designations based on geographic and natural limitations. Past land use designations ignored natural boundaries. Although the proposed land use designation is rural low, which is supported by adequate transportation network and fire protection services, the development of lots into five-acre "cookie cutter" tracts could be detrimental to the rural character of the Valley. Therefore, new land divisions in Texas Valley are encouraged to transfer density within the ownership in order to retain open space and rural character values.

(c) *Policy 14.* Lost Mountain was converted from forestry uses in the past 10 years. Due to the outstanding views on this property, there have been pressures to convert the property to higher densities. Such conversion, however, raises concerns due to limited water availability, drainage control, fire protection and compatibility with the surrounding commercial forest. Lost Mountain should remain in Rural Very Low densities throughout the life of this plan and measures taken to control stormwater runoff.

31.03.510 Upper Blue Mountain neighborhood - Policies.

(1) *Description.* ([*Policy ~~No.~~ 1*]) The Blue Mountain neighborhood includes those lands generally south of Emery Road, east of Siebert's Creek and west of McDonnell Creek.

(2) *Critical Areas.* ([*Policy ~~No.~~ 2*]) McDonnell Creek and Siebert's Creek have been designated as ~~significant fish and wildlife habitat corridors~~fish and wildlife habitat conservation areas and

geologically hazardous areas. Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

(3) *Resource Lands.*

(a) [*Policy ~~No. 3.~~*] Forest lands of long-term commercial significance have been designated throughout this neighborhood area. ~~Ownership of forest lands is diverse: from the State of Washington to major private timber companies to individuals. Some of the State forest land is interspersed throughout the rural lands, and offers opportunities to demonstrate innovative forest management techniques.~~

(b) [*Policy ~~No. 4.~~*] Some of the forest lands have already been converted to residential uses through twenty (20) acre lot divisions prior to adoption of interim forest land conservation measures in 1992 (Blue Mountain Estates). As a result of this conversion, normal timber harvesting on adjacent parcels is becoming more difficult. Pressures to change the land use designation to densities exceeding what is normally compatible with adjoining forest land use (one home per 20 acres) will occur and should be avoided.

(4) *Transportation.* ([*Policy ~~No. 5~~*]) The lower part of Blue Mountain Road has been rebuilt to County road standards. The road in the upper stretches of this planning area, however, is less than twenty (20) feet in width. Further development, such as land divisions and other traffic-generating development, should not be allowed unless the road meets minimum safety standards identified in this plan.

(5) *Open Space and Greenbelts.* ([*Policy ~~No. 6~~*]) The State forest lands within this area provide valuable open space to this neighborhood. The forest lands must be assured, however, of continued ability to harvest timber.

(6) *Public Services and Facilities.* ([*Policy ~~No. 7~~*]) Public services and facilities available to this area include PUD water system on the lower parts of Blue Mountain, solid waste transfer station, and volunteer fire station at R Corner. Extension of public services and facilities into this area is not expected due to lower residential densities.

(7) *Land Use.*

(a) [*Policy ~~No. 8.~~*] The land use pattern in this area is characterized by both commercial forest and low density rural residential uses. Residential densities should generally be Rural

Very Low where area abuts the commercial forest lands. In those areas where significant five-acre tracts have already been developed, such as Gellor and Emery Road areas, rural low designations can be considered appropriate.

(b) ~~[~~*Policy ~~No. 9.~~]* Higher residential densities for Blue Mountain Estates shall be discouraged, as increased traffic, stormwater runoff, fire danger and incompatibility with adjacent forest land use will not be able to be sufficiently minimized.

31.03.520 R Corner/Kitchen-Dick Road neighborhood - Policies.

(1) *Description.* ~~([~~*Policy ~~No. 1~~)]* This neighborhood is described generally as those lands between Siebert's Creek on the west to Kitchen-Dick Road on the east, to Emery Road (off Blue Mountain Road) and Atterberry Road on the south, to Old Olympic Highway on the north.

(2) *Critical Areas.*

(a) ~~[~~*Policy ~~No. 2.~~]* McDonnell Creek and Siebert's Creek have been designated as ~~significant fish and wildlife habitat corridors~~ fish and wildlife habitat conservation areas and geologically hazardous areas. Development adjacent to these corridors shall protect the corridors through maintenance and enhancement of riparian vegetation, control of stormwater runoff, and low intensity land uses which cause minimal disturbance to fish and wildlife.

(b) ~~[~~*Policy ~~No. 3.~~]* Several large wetland complexes exist between Highway 101 and the Agnew Ditch. These wetlands provides significant flood storage, groundwater recharge, and wildlife connections to adjacent forest lands and Siebert's or McDonnell Creek. Fragmentation of these wetland complexes should be avoided, as well as loss of their flood storage and groundwater recharge ability.

(3) *Resource Lands.*

(a) ~~[~~*Policy ~~No. 4.~~]* This neighborhood includes both forest lands of long-term commercial significance and agricultural lands. Forest lands have been designated south of the Agnew ditch on Blue Mountain Road. Agricultural lands are between Old Olympic Highway and Highway 101.

(b) [*Policy ~~No.~~ 5.*] Some of the agricultural lands have been previously platted into five-acre survey lots and face a high chance of conversion to residential uses. Agricultural lands along Old Olympic Highway and in viewing distance from Highway 101 provide scenic values and should be considered for purchase of development rights.

(4) *Transportation.*

(a) [*Policy ~~No.~~ 6.*] Highway 101, Old Olympic Highway and Kitchen-Dick Road are regionally significant transportation corridors. Development along these corridors should cause minimal conflicts or congestion with the primary purpose of these corridors to move people and goods. Access points shall be consolidated where possible, and development which has significant traffic volumes should require installation of turn lanes.

(b) [*Policy ~~No.~~ 7.*] Highway 101 in this area is planned for widening to a four-lane highway. Vehicular movements across the highway should be limited to existing intersections with County roads.

(c) [*Policy ~~No.~~ 8.*] Limit commercial development and other types of development with significant traffic levels along Highway 101 that would lead to congestion without adequate mitigation, such as acceleration or deceleration lanes, or left-turn lanes.

(d) [*Policy ~~No.~~ 9.*] Encourage development of park-and-ride lot(s) and transit stops in this area.

(e) [*Policy ~~No.~~ 10.*] Old Olympic Highway through the Siebert's Creek curve is identified on the Six-Year Transportation Plan for realignment. This will increase safety on this road segment by avoiding a dangerous curve with icy conditions in the winter.

(f) [*Policy ~~No.~~ 11.*] Highway 101, Old Olympic Highway and Kitchen-Dick Road are all designated as bicycle routes. Shoulder widths should be wide enough to accommodate all forms of nonmotorized transportation.

(g) [*Policy ~~No.~~ 12.*] Improve the appearance of the Highway 101 corridor throughout this area, including the rural commercial center at Dryke and Pierson roads, through improved landscaping and screening of nonresidential-resource land uses.

(5) *Open Space and Greenbelts. {[Policy ~~No.~~ 13)]}* The State forest lands in the Lower Blue Mountain area provide valuable open space to this neighborhood. Continued ability to harvest timber, however, must be assured.

(6) *Public Services and Facilities. {[Policy ~~No.~~ 14)]}* Public services and facilities available to this area include PUD water system on the lower parts of Blue Mountain, solid waste transfer station, and volunteer fire station at R Corner. Extension of public services and facilities into this area is not expected due to lower residential densities.

(7) *Land Use.*

(a) *Policy 15.* Commercial development along US 101 in this area shall be discouraged except for neighborhood services near R Corner, rural commercial development near the Dryke-101-Pierce Road area, and the developed commercial area north of US 101 and east of McDonnell Creek.

(b) *Policy 16.* The undeveloped property currently designated for commercial and industrial use along US 101 near McDonnell Creek should be designated rural on the Comprehensive Plan Map, and the commercial or industrial development of these areas discouraged.

(c) *Policy 17.* Rural residential densities should be based on natural physical boundaries.

(i) The area between US 101, Siebert's Creek, Old Olympic Highway and McDonnell Creek should be designated rural;

(ii) The area east of McDonnell Creek, south of Old Olympic, north of Atterberry, west of Kitchen-Dick Road (or Carlsborg neighborhood), and north of Atterberry Road should be designated for Rural Neighborhood Conservation (five-acre base density) and subject to optional innovative zoning techniques that are triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique), except where a LAMIRD is designated according to the provisions of CCC 31.02.263;

(iii) The area south of US 101 or Atterberry Road to the commercial forest boundary should be designated rural low;

(iv) Discourage incompatible uses on lands adjacent to agricultural lands so long as the agricultural use continues and is still viable. Work towards long-term conservation through tax incentives and purchase of development rights.

(d) *Policy 18.* Consider construction of a private or public golf course in this area as needed for the community, provided it is appropriately sited to address environmental, privacy and transportation concerns.

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.

Chapter 31.04
PORT ANGELES REGIONAL PLAN

Sections:

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31.04.105 Public facilities and services – Policies.
31.04.110 Transportation – Inventory and analysis.
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31.04.120 Affordable housing – Inventory and analysis.
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31.04.130 Economic development – Inventory and analysis.
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31.04.140 The natural environment – Inventory and analysis.
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31.04.400 Fairview neighborhood - Issues and policies.
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31.04.420 Monroe Road/Foothills neighborhood - Issues and policies.
31.04.430 Black Diamond neighborhood - Issues and policies.
31.04.440 Dry Creek neighborhood - Issues and policies.
31.04.450 Place Road/Eden Valley/Little River neighborhood - Issues and policies.

31.04.460 Lake Sutherland neighborhood - Issues and policies.

A Implementation strategy.

SOURCE:	ADOPTED:
Ord. 575	06/27/95
AMENDED SOURCE:	ADOPTED:
Ord. 584	02/27/96
Ord. 725	08/06/02
Ord. 746	12/16/03
Ord. 788	12/20/05
Ord. 802	12/19/06
Ord. 835	10/21/08
Ord. 850	06/23/09
Ord. 852	07/21/09

31.04.010 Purpose and intent.

It is the purpose and intent of this regional comprehensive plan to refine and to further the objectives of the Clallam County Comprehensive Plan, in this title. This regional plan provides a guide for coordinated and orderly growth and development of the land and physical improvements in the unincorporated areas of the Port Angeles regional planning area. The Port Angeles regional planning area shares its boundaries with the Port Angeles School District and is generally described as the area west of Siebert Creek and east of Lake Sutherland and excluding the area within the Crescent School District.

~~The Port Angeles watershed, as defined for this study, encompasses a portion of the Dungeness watershed (Siebert and Bagley creeks), and all the drainage basin to just west of the Elwha River. It drains from the high ridges of the Olympic Range to Port Angeles Harbor and the Strait of Juan de Fuca. Included in this watershed are Bagley Creek, Siebert Creek, Morse Creek, Lee's Creek, Ennis Creek, Peabody Creek, Valley Creek, Tumwater Creek, Dry Creek, and the Elwha River drainages.~~

The Port Angeles Regional Comprehensive Plan was originally developed by five subcommittees focused on affordable housing, transportation, capital facilities, economic development, and land use and watershed subcommittees. ~~67 people, representing various~~ The committees were comprised of community interest groups, organizations, neighborhoods, and tribal and other government agencies. Additionally, the Growth Management Steering Committee continuously monitored and reviewed progress on the Comprehensive Plan. The 2025

periodic update was developed with input from the community through public comments, outreach, surveys, and community meetings.

~~These 67 people formed five separate subcommittees to write the Plan: affordable housing, transportation, capital facilities, economic development, and land use and watershed subcommittees. Additionally, the Growth Management Steering Committee continuously monitored and reviewed progress on the Comprehensive Plan.~~

~~The individuals on the subcommittees volunteered their time over approximately 15 months to~~ County staff compiled public input, studied~~y~~ background information, discussed community issues, set goals for the future, brainstormed solutions, and ~~communicate~~ collaborated with constituent groups. ~~The subcommittee volunteers also took time to learn what the community wanted for the future, through informal discussions with their neighbors and colleagues, and by hosting public meetings in neighborhood granges and halls to discuss their ideas and listen to the responses.~~

The Port Angeles watershed, as defined for this study, encompasses a portion of the Dungeness watershed (Siebert and Bagley creeks), and all the drainage basin to just west of the Elwha River. It drains from the high ridges of the Olympic Range to Port Angeles Harbor and the Strait of Juan de Fuca. Included in this watershed are Bagley Creek, Siebert Creek, Morse Creek, Lee's Creek, Ennis Creek, Peabody Creek, Valley Creek, Tumwater Creek, Dry Creek, and the Elwha River drainages.

This plan contains goals and policies for watershed management as defined under Chapter 400-12 WAC, the Nonpoint Rule, to implement the Puget Sound Water Quality Management Plan. The watershed plan provides for education, incentives, and regulatory approaches to preventing and controlling cumulative effects from diffuse sources of pollution across the watershed landscape. Within the comprehensive plan, these watershed actions have been identified with a droplet symbol - "💧". As a watershed, the Port Angeles region consists of overlapping governmental jurisdictions which have responsibility for managing water-related resources under various mandates. Tribal, federal, State, and local entities were invited to participate and were informed about the Plan through their subcommittee representative. In addition, each entity in the watershed with responsibility for action under the Plan has written a letter of concurrence indicating their acceptance of those responsibilities (see Appendix C, on file in the Department of Community Development).

31.04.030 Port Angeles Planning Area – 2025 ~~2014~~ Vision Statement.

We envision the Port Angeles Region as Clallam County's economic center,...

The Port Angeles Region has undergone significant change in the 30 ~~20~~ years that have passed since the first Growth Management comprehensive plan was adopted in 1995. This plan led to a successful partnership of public, tribal and private interest groups which worked cooperatively to build a diversified, sound regional economy, managed growth to preserve resources and community character and maintained the County's high quality of life.

Businesses which provide regional services have been grouped at convenient locations at major intersections within the urban growth area and conform to visually pleasing landscape and building design standards. These regional service center sites have been identified both within the City of Port Angeles and within the unincorporated urban growth area. Developers seeking to build a regional business facility are directed to these community approved sites. All neighborhood and regional business centers are linked by an efficient local transit system. Tribal business centers have also grown to become major employers within Clallam County.

Most new manufacturing and industrial uses ~~concerns~~ are focused ~~located~~ at the ~~expanded~~ Airport Industrial Park, the new marine trades center, and the industrial zone in west Port Angeles. A major push to provide infrastructure and ~~prebuilt~~ shovel-ready manufacturing sites ~~combined with a major marketing effort in the mid-1990's proved fruitful with several small is underway~~ to ~~mid-size lure~~ manufacturers ~~relocating~~ to Clallam

County and foster economic development. These industries, ~~along with local industries that~~ which were encouraged to grow with local support, now supply work for our residents and have replaced jobs lost in other manufacturing sectors. The Airport Industrial Park has maintained a campus-like appearance which provides an attractive site to relocate a business, and the new marine trades center along the Port Angeles waterfront was recently completed with infrastructure and shovel-ready sites to attract marine trades. Many value-added wood products, other manufactured products and specialty food products are being shipped from plants in the County to the Pacific Rim Nations.

~~Port activity has also increased markedly in the last 20 years. Cruise ships and high speed passenger ferries now regularly stop in Port Angeles in the summer with visitors connecting to various points of interest in the County. Many value-added wood products, other manufactured products and specialty food products are being shipped from plants in the County to the Pacific Rim Nations. The Port is has become a major marine repair and oil spill response center.~~

where the urban area of Port Angeles is a cultural, educational and growth center,...

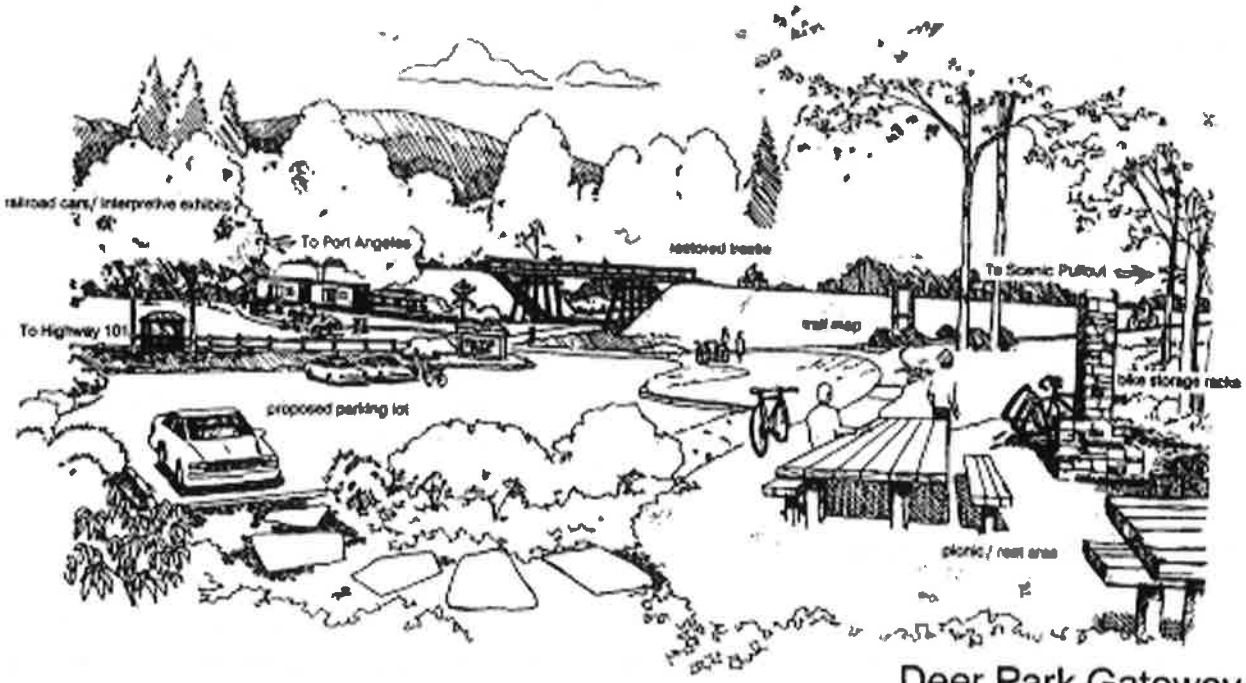
The urban area of Port Angeles provides a mixture of employment, residential, commercial, cultural and recreational opportunities. Peninsula College is now a four-year institution offering advanced degrees. Much of the new development and redevelopment ~~which occurred after 1995 took~~ has taken place within the existing urban center of Port Angeles where infrastructure was in place or could be easily extended. Today, there is still ample room for development within that original urban growth area. The City of Port Angeles is the ~~ultimate~~ primary supplier of services within the urban growth area.

a transportation hub,...

Black Ball Ferry Line serves downtown Port Angeles with a year-round ferry to Canada, and Cruise ships frequently stop in Port Angeles during the summer. Visitors connect to various points of interest within the County and beyond.

A county-wide transit bus system links all urban growth areas within the county to the Gateway Transit Center in Downtown Port Angeles, which serves as the system's transportation hub. Additionally, a new express route connects Downtown Port Angeles to the Seattle ferry terminal at Bainbridge Island, with stops in Sequim, Blyn, Jefferson County, and Kitsap County.

~~Port Angeles is linked to all other urban growth areas in the County by an efficient transit system. The County-wide transit system operates a high speed electric bus in the "transit priority" lane of Highway 101. Many electric cars now are used for local trips. The new Port Angeles Parkway provides a~~ An alternate east-to-west ~~side,~~ cross-town route for local access ~~to~~ through Port Angeles and the Eastern Port Angeles UGA will improve access and provide a more effective transportation network. ~~The airport has become the center for commuter, visitor and freight shipment with convenient connections to transit, ferry and freight haulers.~~ Within the Port Angeles urban growth areas, feeder trails and pedestrian paths link neighborhood population centers ~~are linked~~ to the Olympic Discovery Trail ~~via multiple feeder trails and paths~~ for efficient nonmotorized transportation options for ~~reaching work~~commuting or ~~for~~ recreation.



Deer Park Gateway
Proposed Trail Entrance,
Morse Creek Gateway

with a population that respects the beauty and function of the natural environment,...

Twenty (20) years of work in education and environmental restoration have resulted in the development of a strong sense of stewardship towards the Port Angeles watershed and its environmental resources by all watershed residents. Critical areas are protected and environmental enhancement projects have restored many acres of wetlands and miles of streams to salmon runs. Few weekends go by when local groups are not found in the field working on habitat improvements or maintenance. Water is clean and abundant due to conservation efforts. The abundance of intact native plant communities and natural systems in the County are the focus of many professional research efforts which share their results with visitors and students through several interpretive centers built in the region. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations.

Forest resource lands, farms and important open space resource lands first identified in 1992 remain in resource use. Many of the agricultural and open space resource lands have been permanently protected through transfer or purchase of development rights. The rural portions of the region identified in the 1995 plan have retained their rural character through the use of low density development options, open space development patterns, critical area protection measures and purchase of development rights. A clear boundary exists between rural and urban areas.

a good place to live,...

The Port Angeles region is known for its livable neighborhoods which express their own unique character. They are all noted for their quality of life, pedestrian orientation and superior design. Many residential areas have been separated from the hustle and bustle of commercial activities near Highway 101 by allowing public uses such as schools, parks and public golf courses as commercial to residential buffers. Commercial businesses in these neighborhoods provide goods and services to neighborhood residents and some have residences located on upper stories. The Highway 101 corridor is now a tree lined boulevard with landscaped medians as it passes through the urban area and businesses all along this corridor have upgraded their landscaping and physical appearance. Most high density, low cost housing has been infilled into single-family neighborhoods located just off Highway 101 in urban growth areas where easy access to transit and job opportunities is available. Well designed and landscaped manufactured home parks and multifamily developments provide an attractive low cost living environment. Visitors to our area note the distinct open space boundaries between neighborhoods which make use of the steep sided creek ravines which are left in the natural state.

Scenic Highway 101
Proposed Conditions Looking East
Leaving Port Angeles at Ennis Creek

where we work together,...

The Port Angeles region enjoys a healthy and stable economy, emphasizing diversity in the range of goods produced and services provided. Businesses continue to locate in our County because of the high quality of life, provision of business infrastructure, the emphasis on superior schools, and the ability of a tightly knit community to provide a safe living environment for all. The business community also recognizes that the predictability brought about by the management of growth and the creation of effective public/tribal/private partnerships has fostered a relationship of trust between residents, business interests and governments. This trust has benefited the overall economic development of the County. Problems identified by residents and the business community are clearly articulated in the Plan and solutions have been proposed with clear sources of funding identified. Residents and business interests trust their local governments to follow through on solutions because the Plans and promises made to manage growth in 1995 have been followed and changes to the original plan occur as a result of demonstrated community need. Relationships with tribal governments have improved as the community embraces its cultural diversity. Change is accepted and proceeds in an orderly fashion based on the growth management plan.

Over all, we envision a great place for all to live, work and play!

31.04.100 Public facilities and services – Inventory and analysis.

(1) *GMA Goals.*

(a) *Public facilities and services.* Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(b) *Urban growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(c) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(2) *Watershed Goals.* Protect beneficial uses of water from nonpoint sources of pollution in the Port Angeles watershed, including the effects of pathogens, chemicals, sediment, and nutrients on both surface and ground water resources.

(3) *Overview.* A major goal of the growth management plan is to ensure that public monies are utilized efficiently. It is more cost efficient to provide many public facilities and services when the population is concentrated, as is the case in an urban area. The designation of urban growth areas enables Clallam County and other service providers to plan cost effective and efficient services.

Growth increases the demand for new and/or improved public facilities and services. New residential growth may impact school facilities by increasing the number of school age children in an area without developing a corresponding increase in school facilities. Development can increase traffic levels on County roads and transit systems. Connections to water or sewer systems diminish the available capacity for future growth.

This growth management plan identifies urban areas where public facilities and services can be provided efficiently; ensures that public facilities and services keep pace with growth so that service levels are not diminished; and plans for the location of facilities and services. The plan also identifies the type of public facilities and services which are appropriate in rural and resource lands. The low density of development allowed in these areas dictates much lower levels of public facilities and services in order to minimize public costs.

As a watershed plan, these actions must ensure that public facilities manage the cumulative effects of growth. The plan outlines how the individual and cumulative effects of stormwater quality and quantity should be controlled, with an emphasis on best management practices and proper operation and maintenance of facilities. It also describes methods to assist the public in understanding and complying with new standards of stormwater management. The watershed actions recommend expansion of facilities and services related to waste recycling, reduction, and disposal. A marina and active boating community bring economic benefits to the Port Angeles area, but they also carry increased potential for water quality degradation from waste disposal and the chemicals associated with boat fueling, cleaning, and maintenance. Boating facilities must be designed and operated to minimize the potential for adverse impacts from these activities.

(4) *Definition.* The Growth Management Act defines "public facilities" as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and schools. "Public services" include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

(5) *Schools.* The Port Angeles School District has facilities within the City of Port Angeles and in the rural locations of Fairview, Dry Creek and lower Monroe Road area. Some of the immediate needs for school facilities were met in 1994 with passage of a bond to allow replacement of the aged facility at Dry Creek. Some existing school facilities are overcrowded, requiring the use of portable classroom buildings. Future growth anticipated by this plan will require new or expanded facilities which will be primarily funded by local levies (bonds) authorized by voters within the school district.

(6) *Water.* Major public water systems in the Port Angeles region are operated by the City of Port Angeles, Dry Creek Water Association, Black Diamond Water District and the Public Utility District Number 1 of Clallam County which operates several water systems in the Port Angeles area. The Public Utility District finances construction of these systems through local utility districts (LUDs). There are numerous smaller private water purveyors within the area.

(7) *Stormwater Management.* Presently, Clallam County requires a drainage plan, approved by the Department of Public Works, before a building permit can be issued. The standard method for controlling runoff as recommended by the County is through the use of drywells. Alternative methods include detention ponds, infiltration basins, retention ponds or underground storage tanks. Three (3) primary influences on current and potential stormwater sources outside the City of Port Angeles will be: conversion of forest to residential uses, cumulative effects of development, and lack of clearing and grading ordinance.

The City of Port Angeles is developing a comprehensive Stormwater Management Plan which will present a comprehensive strategy to identify and protect local water resources (streams, wetlands, and shorelines), by controlling local sources of pollution, effective maintenance and operation of existing facilities, definition of appropriate standards for new development and the designing and construction of needed flood control improvements.

(8) *Sewer.* Sanitary sewer exists within the City of Port Angeles. The Public Utility District is authorized to provide sewage disposal service throughout the PUD service area.

(9) *Parks and Recreation.* The Clallam County fairgrounds represent the only major County park facility located in the Port Angeles planning area. The City of Port Angeles has twenty-four (24) parks and park facilities located within the City. City parks range in size from the 147-acre Lincoln Park to several neighborhood parks under one acre in size. Major recreational or community facilities include the Arts Center, Vern Burton Community Center, the Community/Senior Center and William Shore Pool. The Port of Port Angeles owns and operates the Port Angeles Boat Haven in Port Angeles harbor The planning area also includes the Olympic National Park, Olympic National Forest and State Department of Natural Resource lands which have numerous recreation sites. Private recreation opportunities in the area include Peninsula Golf Course. There is a demand for new golf courses with public access. New neighborhood scale parks will be needed to serve the growing urban population in the unincorporated portions of the Port Angeles urban growth area.

(10) *Fire Protection.* Fire protection in the Port Angeles planning area is provided by Clallam County Fire Protection Districts Numbers 2 and 3 in areas outside the city and by the Port Angeles Fire Department inside the city. Three (3) fire stations located at Gale's Addition, Dry Creek and Black Diamond serve the area within District 2. Fire District 3 from Deer Park Road to Siebert Creek would be served by the R Corner fire station. The City of Port Angeles Fire Station is located downtown on 5th Street. Fire protection districts, like hospital and library districts, are junior taxing districts. Funding for these junior taxing districts comes from property taxes.

(11) *Public Health.* Public health facilities serving this planning area are located within Port Angeles. Public health services are available through Clallam County's home health program. Numerous private health care facilities exist within the planning area. These facilities are needed to serve the aging population.

(12) *Other Governmental Services.* Clallam County provides various facilities and services from the County Courthouse and remote facilities in the Port Angeles planning area. Services provided by the County include law enforcement, roads, public works, health, social services, juvenile services, Superior Court and community development. Major facilities include the Courthouse, Juvenile Center, and County Shop. As the population grows in this area, the need for facility expansion and increased services should be closely monitored.

(13) Financing: New development often pays for the cost of extending new public facilities and services. For example, if a development is proposed on a County road that is not adequate to handle additional traffic, the County is able to require the developer to pay the costs of improving the County road (called "mitigation"). Water and sewer systems are similarly financed; if a developer proposes to extend water and sewer to a property, it is the responsibility of the developer to pay the costs for extending those services.

Another way that development pays for the cost of extending new public facilities is through development fees. For example, the City of Port Angeles requires anyone who hooks up to the sewer or water system to pay a connection fee. This fee is put into a special account for the eventual planning and upgrade of the system, such as the sewer treatment facility. This connection fee is in addition to requiring the developer to extend the actual collection or distribution lines.

This method of paying for public facility and service extension is based on three principles: (a) setting level of service standards for public facilities and services; (b) ensuring that public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy (called "concurrency"); and (c) requiring development to pay fees for the new facilities rather than relying solely on property taxes or grants to fund development of these public facilities.

31.04.105 Public facilities and services – Policies.

(1) *Parks and Recreation.*

(a) *Policy 1.* Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate.

(i) Ensure prominent signage of the Olympic Discovery Trail and all its access trails and paths.

(ii) Develop a prominent system of bicycle/pedestrian feeder trails connecting US 101 to the Olympic Discovery Trail utilizing, among other options, creek bottom corridors such as Tumwater and Valley Creek Trails to provide efficient non-motorized transportation options in the Port Angeles urban growth area.

(iii) Encourage the development of the Foothills Cross Country Equestrian/Pedestrian Trail.

(iv) Maintain working relationship with Pacific Northwest Trails Association in the development of feeder trails and lowland alternatives to their primary Pacific Northwest Trail Route (PNT). As a lowland option to the PNT, the Olympic Discovery Trail Route may be designated a National Recreation Trail where it qualifies and not a National Scenic Trail should the PNT achieve that status.

(v) Encourage the establishment of neighborhood parks within the urban growth area to provide for the localized recreational needs of neighborhood residents in the urban area.

(vi) Encourage further development of saltwater access points for recreation, such as trails, boating, and passive uses.

(vii) Encourage further development of public access to freshwater areas, particularly Lake Sutherland and the Elwha River. With Elwha Dam removal and road washout within Olympic National Park, considerable public access has been lost. ~~there will be~~ has been ~~increased visitation and safe access will be needed.~~

(viii) Existing managed public access to public forest lands for recreation should be maintained.

(b) *[Policy ~~No. 2.~~]* That portion of the Clallam County Parks and Recreation Plan, as now or hereafter amended, which relates to the Port Angeles region is hereby adopted as part of this plan.

(c) *[Policy ~~No. 3.~~]* Parks and recreation facilities necessary to support development shall be adequate to serve the development as identified in the County Capital Facilities Plan, as now or hereafter amended.

(2) *Marinas and Boats.*

(a) *[Policy ~~No. 4.~~]* 💧 Update the Shoreline Master Program for the Port Angeles region to include best management practices for marinas. Periodically review the Program and implementation to evaluate effectiveness of BMPs in controlling and preventing pollution associated with marina and boating activities.

💧 County, City of Port Angeles

(b) *[Policy ~~No. 5.~~]* 💧 Site, design and maintain marinas and marine facilities to protect against adverse effects on shellfish resources, wetlands, submerged aquatic vegetation, or other important riparian and aquatic habitat areas. The design of marinas and marine facilities should consider the migration, survival, and harvestability of food fish and shellfish.

💧 County, City of Port Angeles, Port of Port Angeles

(c) *[Policy ~~No. 6.~~]* 💧 Where feasible, redevelopment or expansion of existing marina facilities that have minimal environmental impacts is preferred over new marina development in important habitat

areas.

♦ County, City of Port Angeles, Port of Port Angeles

(d) [*Policy ~~No. 7~~*] ♦ Design boat hull maintenance areas to minimize contaminated runoff. Include source control best management practices that collect pollutants and keep them out of runoff. Boat hull maintenance areas shall be specified with signs listing required BMPs, and hull maintenance should not be allowed to occur outside these areas.

♦ County, City of Port Angeles, Port of Port Angeles

(e) [*Policy ~~No. 8~~*] ♦ Locate and design fueling stations so that spills can be contained in a limited area. Fueling stations and other marine facilities shall have spill containment information and equipment in a clearly marked, easily accessible location. A spill contingency plan must be developed for fuel storage and dispensation areas and must include spill emergency procedures, such as health and safety, notification, and spill containment and control procedures. Marine facilities personnel must be properly trained in spill containment and control procedures.

♦ County, City of Port Angeles, Port of Port Angeles

(f) [*Policy ~~No. 9~~*] ♦ Install pumpout, dump station, and restroom facilities where needed to reduce the release of sewage to surface waters, especially where liveaboards comprise a significant portion of the marina users. These facilities should allow ease of access and have signage to promote use by the boating public. All sewage pumpout facilities should be regularly inspected and maintained in operational condition.

♦ Port of Port Angeles

(g) [*Policy ~~No. 10~~*] ♦ Provide opportunities and facilities for proper disposal of solid and hazardous wastes.

♦ County, City of Port Angeles, Port of Port Angeles

(i) Designate locations for maintenance and cleaning, and employ best management practices to minimize wastes associated with maintenance/cleaning activities.

(ii) Provide appropriate storage, transfer, containment, and disposal facilities for liquid material, such as oil, harmful solvents, antifreeze, and paints. Provide opportunities for recycling of these materials.

(3) *Schools.*

(a) [*Policy ~~No. 11~~*] New school facilities proposed after the effective date of this plan should locate within the Port Angeles urban growth areas where public facilities and services needed to support the school facilities (e.g., water, sewer, transportation, fire and police) can be efficiently provided.

(b) [*Policy ~~No. 12~~*] School facilities necessary to support development should be adequate to serve the development at the time the development is available for occupancy and use, or a financial commitment is in place to complete the improvements within six years without decreasing current service levels below established minimum standards.

(c) *[Policy No. 13.]* The County, City of Port Angeles, State of Washington and the Port Angeles School District should work cooperatively to identify funding sources needed for improvements to school facilities caused by new development.

(4) *Water.* Please see urban growth area policies for specific reference to water service within the designated urban growth areas.

(a) *[Policy No. 14.]* Public water systems should be provided within designated urban growth areas. Public or municipal water systems (i.e., PUD and City of Port Angeles) should be limited in rural lands to those areas that are within Rural Character Conservation land use designations where public water systems are required to serve clustered development and to those areas that can demonstrate water quantity limitations, water quality problems or hydraulic continuity to rivers and streams. Public water systems in resource lands should be limited to those necessary to serve clustered development in Commercial Forest/Residential Mixed Use land use designations and to those areas that can demonstrate water quantity limitations, water quality problems or hydraulic continuity to rivers and streams.

(b) *[Policy No. 15.]* ♦ New development shall utilize existing community water systems where available and feasible, rather than establishing new community water systems in areas already served by existing systems.

♦ Clallam County, PUD #1 of Clallam County

(c) *[Policy No. 16.]* Extension or the existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher density than that anticipated by a regional or subarea comprehensive plan.

(d) *[Policy No. 17.]* Level of service and facility standards should be developed by the water service provider, with standards based on expected land use densities established by this plan.

(e) *[Policy No. 18.]* Water systems necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use.

(5) *Stormwater Management.*

(a) *[Policy No. 19.]* ♦ Control stormwater runoff and treat associated pollutants generated from new development, redevelopment, and new and relocated roads, highways, and bridges.

♦ Clallam County, City of Port Angeles, WA Department of Transportation

(i) For new development, maintain post development peak runoff rate and average volume at levels that protect aquatic resources and capital improvements.

(ii) Both structural and nonstructural methods should be employed to mitigate the adverse impacts of stormwater.

(iii) Management practices should be designed for site-specific conditions to achieve the desired maximum effectiveness.

(iv) Regional stormwater management is advocated as a means of correcting existing problems, but not necessarily as a means of addressing new projects.

(v) Minimize stormwater impacts to natural conveyance systems.

(vi) Biofiltration best management practices shall be a required component of all stormwater management systems where feasible.

(vii) Where feasible, utilize appropriate biofiltration pollution control mechanisms to treat road and highway runoff prior to discharging to surface and ground waters of the watershed. Minimize stormwater impacts during road highway projects and seek mitigation which would increase stormwater storage.

(b) *[Policy ~~No. 20~~.]* ♦Riparian areas, and wetlands should be protected and restored as part of regional stormwater management.

♦ Clallam County, City of Port Angeles

(i) Use vegetation and "soft" practices, such as reed berms or willow revetments, rather than "hard" structural improvements, such as rip-rap or concrete revetments, to stabilize stream channels and reduce or eliminate the effects of stormwater.

(ii) *Maintain, and increase where feasible, the natural storage capabilities of the watershed's wetlands.* Investigate the potential for increased stormwater storage through artificial wetland development at suitable sites.

(iii) Utilize constructed wetlands to treat and contain surface water runoff pollutants and decrease loading to surface waters. Constructed wetlands or sediment retention basins should be located to have a minimal impact on the surrounding areas. While wetlands constructed for stormwater treatment do not replicate all of the ecological functions of natural wetlands, they should be designed with enhancements which increase their aesthetic value as a landscape amenity whenever possible.

(c) *[Policy ~~No. 21~~.]* ♦ Develop a schedule for implementing stormwater controls and capital facilities identified in stormwater management plans (Clallam County and; City of Port Angeles, ~~1986, 1994as amended),~~ and other necessary improvements to existing stormwater control structures.

♦ Clallam County, City of Port Angeles

(i) Identify and establish priorities and funding for regional structural solutions, retrofit needs and opportunities, and nonstructural alternatives.

(d) *[Policy ~~No. 22~~.]* ♦ Pollution prevention mechanisms, including education and source control and treatment, should be implemented by all jurisdictions as part of comprehensive stormwater management plans. Jurisdictions should cooperate in watershed-wide stormwater management planning and implementation.

♦ Clallam County, City of Port Angeles, WA Department of Transportation

(e) *[Policy ~~No.~~ 23.]* ♦ Alternative designs and maintenance strategies should be developed for impervious parking lots which promote sweeping, use of vegetated areas/grassed swales, and other methods to contain and control pollutants.

♦ Clallam County, City of Port Angeles

(i) All new storm drains shall be identified with a "Dump No Waste, Drains to ... [stream, groundwater, etc.]" message.

(ii) Conduct a volunteer project to stencil existing storm drains with a "Dump No Waste" educational message.

(f) *[Policy ~~No.~~ 24.]* ♦ Publish design standards in a readily understandable format for permit applicants and responsible parties. Provide clear requirements to expedite planning, review, and approval of stormwater control methods.

♦ Clallam County, City of Port Angeles

(g) *[Policy ~~No.~~ 25.]* ♦ Jurisdictions should undertake periodic monitoring and maintenance to ensure proper operation and maintenance of stormwater facilities of facilities they own and/or operate.

♦ Clallam County, City of Port Angeles, WA Department of Transportation

(h) *[Policy ~~No.~~ 26.]* ♦ Adopt and implement planning and design standards for stormwater facilities that require the minimum amount of maintenance for proper, long-term functioning. Ensure continued performance through appropriate maintenance operations. Repair damage after storms, and periodically inspect practices.

♦ Clallam County, City of Port Angeles

(i) *[Policy ~~No.~~ 27.]* ♦ Publish specific obligations and responsibilities of the stormwater facility owner/ operator including procedures for identifying owners/operators with long-term responsibility for the facility. Whenever possible, facilities should be operated and maintained by a public entity or professional services contractor. Once installed, facilities should receive thorough maintenance at regular intervals, by individuals trained in proper inspection and maintenance of such facilities.

♦ Clallam County, City of Port Angeles

(j) *[Policy ~~No.~~ 28.]* ♦ Develop a procedure for addressing maintenance default by negligent owner/ operators. A provision shall be made for public assumption of stormwater control facilities.

♦ Clallam County, City of Port Angeles

(k) *[Policy ~~No.~~ 29.]* ♦ Establish a stormwater review and inspection program which includes staff training and education.

♦ Clallam County, City of Port Angeles

(l) *[Policy ~~No. 30~~.]* ♦ Develop training and education programs and materials for public officials, contractors, and others involved with the design, installation, operation, inspection, and maintenance of runoff facilities.

♦ Clallam County, City of Port Angeles

(m) *[Policy ~~No. 31~~.]* ♦ Educate the public about the importance of stormwater management facilities. Explain the purpose and details of stormwater projects and programs, the benefits they provide, and the need for regular maintenance of facilities. Signage at these facilities is an effective way to provide this information, in addition to field trips, workshops, and other educational activities.

♦ Clallam County, City of Port Angeles

(n) *[Policy ~~No. 32~~.]* ♦ Periodically review and evaluate stormwater management programs to ensure continued effectiveness and efficiency. Evaluate locally applied stormwater BMPs to determine their general effectiveness in reducing the quantity and quality impacts of runoff.

♦ Clallam County, City of Port Angeles

(6) *Fire Protection.* [[Policy ~~No.~~ 33)] Fire protection and suppression facilities in urban areas should receive first priority. Fire flow (e.g., fire hydrants) in rural areas and resource lands should not be required of new development. Extension of public water systems for fire protection should not be required in rural or resource lands except for commercial/industrial uses and public facilities.

(7) *Other Governmental Services.* *([Policy ~~No. 34~~)]* Clallam County and other governmental service providers should continually monitor the population growth, age and other demographic characteristics of the population to determine the need for new or expanded services.

(8) *Sanitary Waste Disposal.* Please see County-wide Comprehensive Plan policies for specific reference to sanitary waste disposal within and outside urban growth areas. Also see urban growth area designation policies in this regional plan for specific reference to sanitary waste disposal within the designated urban growth areas.

(a) *[Policy ~~No. 35~~.]* ♦ Develop local facilities to treat and dispose of biosolids.

♦ Clallam County, PUD #1 of Clallam County

(b) *[Policy ~~No. 36~~.]* ♦ So that septic sludge could be treatable through a local sewage treatment plant, land application, or other facility, educate waste generators to keep hazardous wastes out of municipal, community, and individual sewage disposal systems.

♦ Clallam County, PUD #1 of Clallam County

(c) *[Policy ~~No. 37~~.]* ♦ Collect, recycle, market and distribute products manufactured from waste such as natural wood debris, debris from the construction industry, and secondary sources of similar material such as yard wastes.

♦ Clallam County

(i) Support development and implementation of a solid waste recycling and utilization project as a public-private partnership between local government and industry.

(d) *[Policy ~~No. 38.~~]* ♦ Pursue a mandatory recycling program in an effort to reduce waste and illegal dumping. Provide incentives such as a variable can rate.

♦ Clallam County

(e) *[Policy ~~No. 39.~~]* ♦ Additional transfer stations offering both waste disposal and recycling should be located conveniently in rural areas. New and existing transfer stations should operate during hours convenient to the public.

♦ Clallam County

(f) *[Policy ~~No. 40.~~]* ♦ Identify common illegal dumping sites. Take measures to reduce the occurrence and negative impacts of dumping, such as posting signs, increasing enforcement, and organizing cleanups. Offer landfill fee waivers or "amnesty days" for organized community cleanups.

♦ Clallam County, City of Port Angeles

(g) *[Policy ~~No. 41.~~]* ♦ Continue household hazardous waste collection events, and expand to include commercial and agricultural waste collection. Develop used oil, used antifreeze, and hazardous chemical recycling programs and site collection centers in convenient locations.

♦ Clallam County, City of Port Angeles

31.04.110 Transportation – Inventory and analysis.

(1) *GMA Goals.*

(a) *Transportation.* Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with County and city comprehensive plans.

(b) *Public facilities and services.* Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(2) *Definition.* The "transportation system" is composed of air, water, and land transportation facilities and services, including highways and streets, paths, trails and sidewalks, transit, airports, and ports.

(3) *Circulation System.* The transportation and circulation system should function to serve the land use patterns established by the Comprehensive Plan. For example, rural areas should be served by a transportation system designed for rural uses while urban areas should be served by a circulation system designed to serve urban uses.

The transportation system should also focus on connections, either between urban centers, such as from Port Angeles to Sequim, or between different "modes" of travel, such as automobiles to public transit. Some parts of the circulation system in this area serve County-wide and State-wide interests, such as Highway 101, Olympic Discovery Trail, Old Olympic Highway, and boat launch/moorage facilities. It is imperative that the County-wide and State-wide interests are considered when making land use or facility decisions affecting these systems.

(4) *Land Use Coordination.* In the past, land use planning and transportation planning were not always coordinated. A major problem with the 1982 comprehensive plan was that it utilized a saturation density scheme which allocated enough density to handle more than 100 years of growth. This over-allocation of density creates problems for planning the transportation system due to the fact that large populations can be accommodated in many rural locations and it is difficult to determine where system improvements will be needed next. Although densities allocated in this plan correct this problem in some areas, the problem can still be seen in examining the system deficiencies at build-out densities. As some areas approach build-out in the near future, the transportation system would fail without large expenditures for system improvement. These types of problems will need careful monitoring in the future and a concurrency management system must be instituted to maintain the level of service at acceptable levels. Gone are the days when developments were approved on roads without consideration to impacts on roads or better use of public transportation and highways were built in rural areas which encouraged their conversion. The Clallam County Comprehensive Plan indicates that the transportation system should be consistent with the land use plan.

(5) *Level of Service.* Level of service standards measuring the degree of traffic congestion are used to serve as a gauge to judge the performance of the transportation system. Level of service is ranked from "A" (free flowing, uncongested) to "F" (Highly congested). When land use assumptions are made based on expected population growth and traffic demand, transportation engineers determine whether the transportation system is capable of handling the increased demand by using these level of service (LOS) standards. LOS standards are based on the average daily traffic (ADT) and characteristics of the area that the road serves (rural, suburban and urban). While LOS standards indicate the degree of congestion or how free-flowing the traffic is, they do not indicate whether the road meets adopted County road (safety) standards.

The level of service established in the County-wide Comprehensive Plan for County roads, either in urban or rural areas is LOS "C." LOS "C" describes a condition of traffic where the flow of traffic is stable but speeds are controlled by the volume of traffic and the driver begins to feel uncomfortable due to the number of vehicles on the road. Level of service for State highways is LOS "D" for urban areas and tourist corridors, and LOS "C" for rural highways. LOS "D" describes a traffic condition where flow is stable but speed and freedom to maneuver are severely restricted and the driver experiences a poor level of comfort. Figure 6 indicates that most County roads are currently operating at or above these standards.

The forecast of future traffic on County roads in this plan is based on two (2) methods: projected population growth and build-out potential based on land use designations. The forecast of traffic and the impact on adopted LOS standards is used to determine if the transportation system is capable of handling the demand. If the system is not capable of handling the demand, the comprehensive plan must identify how the system will be improved and financed, or the land use plan must be revised to ensure that the minimum "level of service" standards are met.

Figure 4 indicates that the current system is designed to handle the projected twenty (20) year population growth

of this region. Table 1 in this section, however, indicates that the system is not designed to handle the estimated build-out. The following roads show failure to meet LOS standards based on the build-out analysis: Old Olympic Highway, Black Diamond Road, Mt. Pleasant Road and Monroe Road. The date when they fail to meet LOS standards depends upon growth rates. As can be seen in the table, portions of Old Olympic Highway, Mt. Pleasant Road and Monroe Road are already operating at LOS "C." This indicates that these road segments may fail to meet standards within a shorter period of time.

Table 1. LOS Analysis for County Roads (Build-out and Population Growth)

Road Name	Current LOS[1]	LOS - Build-out[2]	LOS -2000 Pop.[3]	LOS - 2010 Pop.	ADT - Most Recent Count[4]	ADT - 2000 Pop.	ADT - 2010 Pop.	ADT - Build-out	From Mile Post	To Mile Post
Black Diamond	B	D	B	B	1,170	1,501	1,771	12,675	3.66	3.76
Mt. Pleasant Road	C	F	C	C	3,379	4,688	8,200	29,056	5.76	5.83
Old Olympic Hwy.	C	E	C	C	4,291	5,504	6,495	19,691	0.26	0.34
Monroe Road	C	E	C	C	3,000	4,163	7,281	25,797	0.57	0.73
Airport Road	B	D	B	B	1,229	1,576	1,860	13,574	0.17	0.58
Baker Street	B	D	B	C	1,499	2,080	3,638	12,889	0.00	0.09

1. Current LOS is analyzed using the Highway Capacity Manual.

2. Build-out LOS is determined based on future build-out with two (2) considerations: vacant parcels and proposed land use densities within the Plan.

3. LOS 2000 and LOS 2010 is based on projected population growth rates, not land use densities or vacant parcels.

4. ADT - Average Daily Traffic. Most Recent Count is anywhere from 1985 to 1993. The ADT for population counts are based on projected population growth rates.

(6) *Road Standards.* Level of service standards do not indicate that a County road meets minimum design standards. Design standards for County roads are set forth in RCW 35.83.030 and RCW 43.32.020. Those standards are as follows:

Table 2. Design Standards for County Roads

	ADT					
	Below 150	**150 - 400**	**401 - 750**	**751 - 1,000**	**1,001 - 2,000**	**2,001 - plus**
Roadway Width	20 - 24 ft.	24 ft.	26 ft.	28 ft.	34 ft.	40 ft.
Lane Width	10 ft.	10 ft.	10 ft.	10 ft.	11 ft.	12 ft.

Based on these standards, Figure 2 indicates the County roads with width deficiencies. As can be seen, nearly all of the County roads in this region do not meet the adopted road width standards, even though they meet LOS standards.

Table 3 identifies the County roads segments which are eighteen (18) feet or less in width. These road segments do not meet minimum safety standards. The table also clearly outlines the discrepancy between using LOS standards and road width standards. For example, although Kemp Street is currently at LOS "A," and is projected to be LOS "B," it clearly is deficient in road width (only twelve (12) feet). LOS measures how free-flowing a roadway segment is, but fails to recognize whether the road meets minimum safety standards.

Table 3. County Road Segments Less than Twenty (20) Feet in Width and over 124 ADT

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS – Build-out	ADT – Most Recent Count
~~3rd Ave.~~	~~18~~	~~6~~	~~A~~	~~B~~	~~254~~
4th Ave.	18	~~610~~	B	C	2261932
~~5th Ave.~~	~~18~~	~~16~~	~~B~~	~~C~~	~~1107~~
Alice	18	~~62~~	A	B	199~~131~~
Bagley Creek Rd.	18	6	A	B	198~~275~~
Bay View Ave. S.	18	6	A	B	256~~153~~
Bean Rd.	18	68	A	C	794~~643~~
Benson Rd.	18	6	A	C	591~~200~~
Brook Ave. S.	18	68	A	C	683~~573~~

Table 3. County Road Segments Less than Twenty (20) Feet in Width and over 124 ADT

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS – Build-out	ADT – Most Recent Count
Brown	18	68	A	C	214547
Carne St.	18	6	A	B	96175
Draper	18	6	A	B	314
Dry Creek Rd.	18	6	A	C	288
Eden Valley Rd.	16	84	A	B	167142
Elwha Rd.	16	8	A	B	2550
Ennis Creek	18	6	A	C	669275
Ennis Cutoff Rd.	18	68	A	C	620500
Erving Jacobs Rd.	18	6	A	B	242235
Gagnon	16	84	A	B	69123
Glass Rd.	16	8	A	B	150179
Golf Course Rd.	18	68	A	C	127402
Hauk	1812	612	A	C	108257
Henry Boyd Rd.	16	8	A	B	456300
Herrick Rd.	18	6	A	B	516253
Hoare	16	8	A	B	202
Hunt Rd.	16	84	A	B	274144
Kemp St.	12	12	A	B	193
Lake Farm Rd.	16	8	A	B	192
Larch Ave.	18	16	B	C	1,382
Lee's Creek	16	8	A	C	346322

Table 3. County Road Segments Less than Twenty (20) Feet in Width and over 124 ADT

Road Name	Pavement Width – Current	Deficient Road Width	Current LOS	LOS – Build-out	ADT – Most Recent Count
Little River Rd.	18	6	A	A	53~~197~~
Lower Elwha Rd.	18	6~~8~~	A	C	1430~~543~~
Marzden Pl.	18	6~~2~~	A	B	367~~125~~
Masters	18	6	A	C	165~~226~~
~~McNutt St.~~	~~16~~	~~0~~	~~A~~	~~B~~	~~150~~
~~Monroe~~	~~18~~	~~10~~	~~B~~	~~C~~	~~805~~
~~Mt. Angeles Rd.~~	~~18~~	~~10~~	~~B~~	~~C~~	~~928~~
~~Mt. Pleasant Rd.~~	~~18~~	~~10~~	~~B~~	~~C~~	~~993~~
Pine Pl.	16	8~~4~~	A	B	125
Pioneer	18	~~1~~6	B	C	1,725~~1,189~~
~~Place Rd.~~	~~16~~	~~8~~	~~A~~	~~C~~	~~369~~
Rife Rd.	18~~16~~	6~~8~~	A	B	197~~178~~
Scrivner E.	18	6~~8~~	A	C	598~~438~~
South Shore Rd.	18~~16~~	6~~10~~	A	B	559~~450~~
~~Stratton Rd.~~	~~16~~	~~8~~	~~A~~	~~C~~	~~266~~
~~Township Line Rd.~~	~~14~~	~~10~~	~~A~~	~~B~~	~~197~~

(7) *Private Roads.* The transportation system in the Port Angeles region also includes private streets and easements, often unimproved, designed to serve lots within short plats and surveys. A mechanism to upgrade these roads to land division and fire protection minimum standards should be in place to assist property owners developing property which does not directly abut a public street.

~~(8)~~ *Alternative Solutions.* Solutions to transportation deficiencies and climate resiliencydency efforts may include incentives to change patterns of transportation behavior including enhancements to multimodal transportation. Providing opportunities for multiple

solutions such as ~~car pooling~~ carpooling, park-and-ride, and transit or bicycle lanes rather than single occupancy vehicles, ~~and enhancements to alternative modes of transportation that~~ would ~~be~~ provide alternative options and help to make the transportation network more efficient and less costly to maintain.~~, such as transit or bicycle lanes.~~

31.04.115 Transportation policies.

(1) *Highway 101.*

(a) *[Policy ~~No.~~ 1.]* Preserve and enhance the Highway 101 corridor for regional mobility to improve its functionality for business, area residents, tourists, nonmotorized and multimodal transportation, freight and services.

(i) Clallam County should study and plan to construct a new east-west route to be located south of and paralleling Highway 101 on the east side of the Port Angeles urban growth area. This new roadway would be primarily located within the urban growth area and provides an alternate east-west entrance into the urban area for local residents as well as an emergency access route in case the sole access point at Morse Creek should become impassable due to an emergency.

(ii) Encourage the Washington State Department of Transportation to retain all of their properties adjoining Highway 101 and Highway 112 for future use as rest stops, scenic pullouts, roadside parks and future transit pullouts.

(iii) Work with the Washington State Department of Transportation and other agencies to ensure that Highway 101 meets the goal that the corridor function regionally for the mobility of goods, services and passengers. Included in this goal would be review of State access policy to ensure the direct access to the highway from individual properties is minimized.

(iv) Improve Highway 112 and 101 in conjunction with ~~casino~~ development plans of the Elwha S'Klallam Tribe to ensure that safety and level of service are maintained at current levels.

(v) Adopt regulations prohibiting access to Highway 101 when access to County/City roads is available or when shared access points are available.

(vi) Highway 101 should have adequate shoulders for bicyclists. Current deficiencies in the eastern portion of the urban growth area should be corrected to encourage bicycle commuting. Storage facilities for bicycles should be available in conjunction with transit shelters along the corridor.

(vii) Pedestrian facilities (sidewalks or paths) should be planned along the Highway 101 corridor through the urban growth area of Port Angeles.

(viii) Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in the urban growth area of Port Angeles and at the intersections of County arterials and Highway 101.

(ix) Passing lanes should be planned along the highway corridor in rural areas.

(x) ~~The proliferation of s~~Stoplights on Highway 101 should be discouraged. New development should be encouraged to locate at existing intersections where stoplights are already in place.

(xi) Left-turn access to Highway 101 should be controlled with raised landscaped medians for Highway 101 center median turn lanes to prevent the potential for head on collisions caused by drivers using center median turn lanes as a left turn acceleration lanes.

~~(xii) The Warren-truss Elwha River Bridge should be studied for the parameters of: (1) retaining multi-use circulation; (2) rehabilitating for historic purposes and nonmotorized circulation only; (3) removing and re-establishing an improved circulation pattern; or (4) removing and replacement in the same location. New funding opportunities should accompany each transportation study option.~~

(b) *Policy 2.* Enhance the roadway aesthetics and improve the facades and landscaping of businesses fronting on the Scenic Highway 101 corridor in the urban growth area in order to enhance business opportunities and general appearance to local residents and the traveling public.

(i) ~~The Port Angeles Highway 101 urban corridor should develop as a tree lined, landscaped boulevard. Deciduous street trees, landscaped medians, roadside landscaping and improved pedestrian amenities should be included in all future urban Highway 101 upgrades and as development standards for new development along the corridor.~~ The County should ~~A~~assist urban corridor business owners in obtaining the funding needed to upgrade building facades, landscaping and pedestrian amenities.

(ii) The east entrance to Port Angeles urban growth area at Deer Park should continue to be enhanced with landscaped medians, street trees and streetscape landscaping in accordance with the Port Angeles Gateway Plan.

~~(iii) Clallam County should work with the Washington State Department of Transportation to obtain funding for ADA accessible restrooms at the Deer Park Scenic Gateway Center, a popular access point to the Olympic Discovery Trail.~~

~~(iv) Work with the Washington State Department of Transportation and Clallam Transit to ensure a safe drop-off point for transit riders accessing businesses near the Deer Park Cinema.~~

~~(v)~~(iii) Increase traveler information and services at the Deer Park Scenic Gateway Center. Inform vehicle and bicycle travelers about the Olympic Discovery Trail, its route and connections, and access to city services. Ensure information is updated as the Olympic Discovery Trail develops, and as additional connections and access points are provided.

~~(vi)~~(iv) Adopt regulations prohibiting access to Highway 101 when access to County/City roads is available or when shared access points are available.

(c) ~~[~~*Policy ~~No. 3.~~*~~]~~ Improve circulation patterns around the City of Port Angeles. (See Figure 10)

(i) Highway 101 capacity should be improved in the urban growth area through development of shared parking regulations, required interconnection of parking lots on adjoining lots and an associated reduction of individual access points directly onto Highway 101.

(ii) New and expanded commercial or industrial development should make appropriate provisions for transit connections in the urban area.

(2) *Rural and Urban Roads.*

(a) [*Policy ~~No. 4.~~*] With the completion of a new east-west route on the east side of the Port Angeles urban growth area, the circulation system of County roads in rural and resource land areas should be considered completed for this planning area. The County should not pursue new County roads except in those circumstances where roads are built within subdivisions with private funds and then turned over to the County for maintenance.

(b) [*Policy ~~No. 5.~~*] Road systems in rural and resource areas should be at rural and resource land standards which preserve the essential character of the land use.

(i) County gravel roads in forested resource lands should remain at gravel standards or be returned to another agency or vacated to adjacent property owners in order to lessen development conversion pressures which occur when paved roads provide access to resource areas. Examples of roads that should remain gravel include Little River Road (between Lake Dawn and Black Diamond Road), Upper Monroe Road, and Upper Mount Pleasant.

~~(ii) Improve Siebert Creek curve on Old Olympic Highway for all modes of transportation including bikes.~~

(c) [*Policy ~~No. 6.~~*] Prioritizing roads and road segments for improvements shall be established within the Six-Year Transportation Improvement Plan (TIP), which shall be reviewed on an annual basis to evaluate road improvement and identification of funding sources needed to achieve the identified projects. ~~The following road improvements have been identified based on LOS standards, improved circulation, and road width and safety standards. The roads are listed in approximate order of importance:~~

~~- Old Olympic Highway (finish widening, straighten alignment)~~
~~- Larch Avenue (realignment of intersection with Highway 101)~~
~~- Edgewood Drive/Airport Road (intersection)~~
~~- Gales Street (widen)~~
~~- McNutt Street intersection with Highway 101 (eliminate intersection)~~
~~- Old Mill Road/Simmons Road (school bus pullout)~~
~~- North Lee's Creek Road (guardrails)~~
~~- Black Diamond (widen)~~
~~- O'Brien Road (realign, widen)~~
~~- Lower Elwha Road (curves, shoulders, guardrails)~~

- ~~Lake Farm Road (widen north of school)~~
- ~~Monroe Road (widen between Arnette and Draper)~~
- ~~Mt. Pleasant Road (widen road north of Draper and near Gravel Pit)~~
- ~~Draper (widen)~~
- ~~Gasman Road (realign at old rail crossing)~~
- ~~Deer Park (install guardrail)~~
- ~~Dan Kelly Road at intersection of Colville Road (intersection improvements)~~
- ~~Mt. Pleasant Road at Dietz Road (intersection improvements)~~
- ~~Henry Boyd Road (intersections and shoulder widening)~~
- ~~Little River Road (curves)~~
- ~~Place Road (guardrail)~~
- ~~Township Line (widen).~~

(3) *Road Standards.*

(a) *[Policy ~~No. 7.~~]* Improvements to County roads should consider the rural character of the Port Angeles region. Needed safety improvements should be the minimum necessary to address the safety problem, particularly in rural areas where country roads enhance the character of the area, as well as being a deterrent to speeding. In rural areas, limit the number of access points to County roads in order to limit impediments to traffic and to maintain open space qualities. Please see County-wide Comprehensive Plan for adopted County road standards.

(b) *[Policy ~~No. 8.~~]* When County roads are rebuilt in this area, forecasts of future traffic should be based on the following principles:

(i) If the County road is on the regional transportation network (see Peninsula Regional Transportation Planning Organization - PRTPO), the road should be designed to accommodate transportation growth rates within the PRTPO plan.

(ii) If the County road is not on the regional transportation network, the road should be designed based on 50 percent of potential build-out as indicated in the land use plan.

(c) *[Policy ~~No. 9.~~]* Private road standards should allow for flexibility while meeting minimum safety requirements for emergency vehicles, except in those circumstances where it is in the best public interest to develop a public road. Right-of-way standards, improved widths, and surfacing of private roads should not be required at the same standard as public roads. The use of road improvement districts (RIDs) should be encouraged to equitably share the cost of upgrading private roads to land division and fire protection

minimum standards.

(4) *Paths, Trails and Sidewalks.*

(a) *[Policy ~~No.~~ 10.]* The safety and quality of travel experience for the nonmotorized traveler shall be improved with a greater role in the transportation system. Nonmotorized travel should be promoted within the Port Angeles area for multipurpose commuter, recreation and transportation trails for users of all abilities.

(b) *Policy 11.* The Olympic Discovery Trail should be a priority transportation and recreational facility providing easy access to affordable physical activity, a safe off-road non-motorized alternative for commuters, and a scenic route for touring bicyclists. The Olympic Discovery Trail at full development will connect Port Townsend to Forks with trail extensions accessing LaPush on the Pacific Ocean, a total distance of 145 miles.

(c) *Policy 12.* A system of lateral/feeder trails should connect US 101 to the Waterfront Trail adjacent to Lee's, Ennis, Peabody and Tumwater Creeks.

(d) *Policy 13.* Utilizing City-owned former railroad grade, complete and sign the westerly extension of the Olympic Discovery Trail from the base of Ediz Hook to the City's western boundary and the Elwha River including construction of a bridge over Dry Creek by the City.

(e) *Policy 14.* A path, trail, or sidewalk accommodating non-motorized travel shall be required along US 101, County arterials, major collectors within urban growth areas, and within walking distance of school facilities.

(5) *Policy 15.* The following are the designated bicycle routes. All roads on a designated bicycle route should have a minimum improved shoulder width of three to five feet, depending on the speed limit of the road. Several of these routes are within the City of Port Angeles. The City should be encouraged to designate these routes and provide safe bicycle shoulders.

- US 101 from Siebert Creek to Lake Crescent
- Old Olympic Highway from Siebert Creek to Highway 101
- Olympic Discovery Trail/Waterfront Trail from Old Olympic to Ediz Hook
- Marine Drive
- Front Street from College Plaza to the Waterfront Trail
- First Street from College Plaza to the Waterfront Trail
- Race Street from Front Street to the Hurricane Ridge Road
- Hill Street
- M Street from Hill Street to 18th Street
- L Street from 18th Street to Lauridsen
- Lauridsen from L Street to Airport Drive

- Airport Drive from Edgewood Drive to Lauridsen Boulevard
- Edgewood Drive from Airport Road to Laird Road
- Laird Road from Edgewood Drive to Highway 101
- Highway 112 from Freshwater Bay to Highway 101.

(6) Multimodal: Opportunities to provide and enhance multimodal transportation shall be made to reduce the dependency on personal vehicles and improve access and equity for all users throughout the planning region.

(a) *Policy 16.* First priority for transit service and facility improvements should be for designated urban growth areas and routes along the regional transportation system.

(b) *Policy 17.* Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in the urban growth areas of Port Angeles and at the intersections of County arterials or collectors and Highway 101. Design park-and-ride lots with transit shelters and bicycle storage facilities on-site.

(c) *Policy 18.* Encourage reduced reliance on single occupant vehicles (SOV) and reduce vehicle trips generated while encouraging the use of other transportation modes as cost effective or time saving travel alternatives.

(i) In the Port Angeles urban area, foster employer and retail business partnerships with the assistance of local service organizations to implement programs encouraging employees to use alternate transportation modes by exchanging coupons as proof of HOV or non-motorized trips to work for retail service or merchandise.

(ii) Encourage transportation shuttle services and parking strategies for regional attractions such as Hurricane Ridge, the Elwha Valley, and Lake Crescent with private charter services and public/private partnerships.

(iii) Encourage ridership and support transit expansion to reduce single occupant vehicles (SOVs).

(iv) Develop neighborhood scale park-and-ride lots at Highway 101 junction of collectors in the Port Angeles urban area. Design lots with bicycle storage facilities on-site. Proposed locations: Gales Addition (Stock Market Foods), Mt. Pleasant Road, Strait View Drive, and Deer Park Road.

~~(v) Pursue the Port Angeles Multimodal Transportation Center for most efficient usage as a regional and local facility.~~

(7) *Airports.*

(a) *Policy 19.* Ensure that land uses adjacent to the Port Angeles International Airport are compatible with the continued use of the airport for the air transportation needs of the region.

(b) *Policy 20.* Provide adequate roadway connections between the Port Angeles International Airport and the existing major arterial streets, roads and highways serving the airport. Ensure that there are adequate public transportation connections to the Port Angeles International Airport.

(8) *Marine Terminals.*

(a) *Policy 21.* Ensure adequate access to the Port Angeles Marine Terminals providing ferry access to Canada.

(b) *Policy 22.* Monitor efforts to establish a high speed passenger/package freight vessel transportation system (i.e., mosquito fleet) in the Puget Sound region, and support the inclusion of Port Angeles in such a system if it is established.

(9) *Level of Service.*

(a) *Policy 23.* The minimum acceptable level of service (LOS) standard for County roads in both rural and urban areas shall be LOS "C," using standard rating methodology.

(b) *Policy 24.* New development, such as land divisions and non-resource uses (e.g., forestry, agriculture, fisheries) should not be allowed unless served by a County road meeting a surface width standard of 18 feet and having a maximum grade of 12 percent.

(10) *Financing.*

(a) *Policy 25.* Place a high priority on investment and expenditure of limited public funds in the transportation system in urban growth areas and limit investment and expenditure in rural areas to arterial development connecting communities and neighborhoods.

(b) *Policy 26.* The existing transportation system should be maintained before expenditure of limited public funds on expanded facilities.

(c) *Policy 27.* Traditional funding sources should continue to be the primary funding source pay for improvements to County roads in the region.

(d) *Policy 28.* The County shall require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards or for developments expected to increase demand, such as significantly higher average daily traffic (ADT).

31.04.120 Affordable housing – Inventory and analysis.

(1) *GMA Goal.* Encourage the availability of affordable housing to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

~~(1)~~(2) *Definition.* "Affordable housing" is typically broken into ~~three~~ categories based on household or family income. Because of the increase in housing values in the past five years, ~~all three categories of affordable housing are desired within the planning area.~~there is a gap in all income brackets in terms of capacity for housing that can be affordable to these households. The 2025 Land Capacity Analysis shows that sufficient land located within appropriate zoning densities exist within the Port Angeles Regional Planning Area sufficient to accommodate future growth within all income segments, as allocated to the region. The related categories of extremely low, very low, low, and moderate income households are defined in Chapter 31.02.

~~(a) "Very low income" means those families earning below 50 percent of County-wide median income can afford the rent or sale price.~~

~~(b) "Low income" means those families earning 50 to 80 percent of County-wide median income can afford the rent or sale price.~~

~~(c)~~(a) ~~"Moderate income" means those families earning 80 to 95 percent of County-wide median income can afford the rent or sale price.~~

~~(2)~~(3) *Cost of Housing.* The 1990 U.S. Census indicated that a family earning the family median income in Clallam County could purchase a home of average value in the Port Angeles region. ~~While the census figures indicate that housing is affordable in the Port Angeles region to a family earning the median income, one must weigh the fact that the average home value figures are on the low side due to the large number of older homes in the region. New homes in the Port Angeles region sell for prices that are out of reach for many families in Clallam County. The census also demonstrated that manufactured housing is an affordable housing option for many residents of the Port Angeles region.~~Since that time, the gap between housing prices and median income has substantially increased in all parts of Clallam County. The 2025 Land Capacity Analysis includes current data on housing affordability in Clallam County (see Appendix XXX).

~~(3)~~(4) *Affordable Housing Types.* The types of affordable housing available within the Port Angeles area include:

- Multifamily in Port Angeles;
- Mobile home parks, such as Welcome Inn, Elmer's Trailer Park, etc.;
- Housing developments which have manufactured housing;
- Urban density housing with small lot sizes, such as Gales Addition; and
- Accessory housing, such as converted basements and guest houses.

~~(4)~~(5) *Regulations.* Additional regulations and costs for public services and facilities can drive up the cost of housing. Limiting densities in rural areas may make the area more exclusive, which could raise property values and thus, property taxes.

Flexible zoning techniques could lower the cost of some property. Rather than establishing minimum lot sizes in rural areas, land divisions could be based on maximum residential density. Utilizing flexible zoning, a landowner might be able to place lots closer to required services, such as roads and electricity, thus lowering the cost for development of the lots.

31.04.125 Affordable housing – Policies.

(1) *Policy 1.* Affordable housing opportunities will be available throughout the Port Angeles region in urban and rural areas. Strategies for supplying affordable housing opportunities will vary in rural and urban areas in order to maintain the character of these areas.

(2) *Policy 2.* Clallam County should encourage the development of affordable housing opportunities in urban areas. Affordable housing in urban areas will be provided through the following techniques:

(a) Multifamily developments will be encouraged to locate in the urban growth areas where transit access, availability of facilities/utilities and other factors important to multifamily development can be provided.

(b) Manufactured home parks and developments will be encouraged within the urban growth area. Existing manufactured home parks will be encouraged to remain in operation. Home prices within these parks are generally less than stick-built homes on individual sites due to smaller lot sizes or lot rental practices.

(c) The smaller lot sizes and higher densities allowed within the urban growth area should allow building lots and housing units to be available at prices affordable to many County residents.

(d) Accessory ~~housing~~ dwelling units will be allowed in all urban and rural zones.

(e) Accessory ~~housing~~ dwelling units and multiunit apartments will be allowed above commercial buildings and multifamily dwellings will be permitted to locate behind commercial highway frontages or along back streets in commercially zoned areas. The zoning designation of urban neighborhood commercial will be established in the unincorporated portions of the Port Angeles urban growth area as mixed use districts allowing a blend of commercial uses and multifamily development.

(3) *Policy 3.* Affordable housing opportunities should be encouraged in rural areas but will follow rural density and open space guidelines to maintain rural character and limit the development of large urban pockets within the rural area. Affordable housing opportunities in rural areas will be met through the following techniques:

(a) Accessory ~~housing~~ dwelling units or "granny flats" will be an allowed use.

(b) Under rural character conservation homesites smaller than one acre will be approved in rural areas as long as the overall density of the site is not increased over present levels and open space areas (10 acres or larger) are provided as an integral part of the development. Half acre lots should sell at prices affordable to many moderate income residents in the County.

(4) *Policy 4.* The County should place a high priority on the provision of infrastructure to serve high density housing in the unincorporated portion of urban growth areas by working out agreements with urban service providers for sewer and water service to such developments and should consider partially subsidizing infrastructure costs to low- income affordable housing projects.

(5) *Policy 5.* Planned unit developments will be encouraged within the urban growth area with incentives provided to supply a percentage of affordable housing in each development. Prime consideration for planned unit development in rural areas should be maintenance of surrounding rural densities to maintain rural character, although some affordable units may be produced through this technique.

(6) *Policy 6.* The ~~County-wide Housing~~Homelessness Task Force (HTF) should set goals for the provision of low cost and special needs housing in the Port Angeles region. These goals should recognize the needs identified ~~in~~ by the ~~Clallam County HTFousing Solutions Committee (HSC) Needs Assessment Report published in June of 1991 as well as more current data or plans.~~

(7) *Repealed by* Ord. 725, *2002.*

(8) *Policy 8.* Infill development in urban growth areas should be encouraged to take place at the maximum densities allowed.

(9) *Policy 9.* Clallam County should examine the feasibility of encouraging the construction of extremely low, very low, and low income housing by exempting these units from impact fees, should such fees be adopted.

(10) *Policy 10.* Clallam County should encourage the housing authority to obtain more HUD Section 8 rental assistance vouchers for the Port Angeles area.

(11) *Policy 11.* Clallam County should develop a housing rehabilitation program under the Community Development Block Grant Program to aid low income residents of the Port Angeles Planning Region.

(12) *Policy 12.* Flexible zoning techniques, such as cluster housing, transfer of density on a parcel, and plan unit developments that maintain current densities and the essential character of the area in which they are located should be allowed in order to lower the cost of land for affordable housing opportunities.

(13) *Policy 13.* Multifamily developments within urban growth areas should be allowed in all residential zones where density exceeds seven units per acre. Areas zoned at lesser densities in urban areas are usually heavily impacted by wetlands and other physical constraints which would severely constrain multifamily development.

(14) *Policy 14.* The County should ensure that development standards do not discourage the provision of affordable housing.

(15) *Policy 15.* The County should ensure that sufficient lands are designated within urban growth areas for the provision of high density and affordable housing development.

31.04.130 Economic development – Inventory and analysis.

(1) *GMA Goal.*

(a) *Economic Development.* Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.

(b) *Citizen participation and coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(2) *Watershed Goal.* Ensure long-term, sustainable, environmental and economic health of the watershed.

Ensure cooperation and coordination in resource management.

Promote stewardship by residents, decision makers, visitors, and agencies in the Port Angeles watershed.

(3) *Outlook.* The economy of Clallam County and the Port Angeles regional planning area has changed

dramatically ~~in the last 20 years~~. ~~Twenty years ago~~ Historically, the area relied heavily on the forestry industry. Changes in forest management and environmental protection measures have led to a decline in the region's forestry and wood manufacturing industries. iIncreased efforts to diversify the region's economic base have led to job growth across other industries; most notably within public services such as education, health care, and social assistance; and tourism related industries such as Arts, entertainment, recreation, accommodation and food services. The recent ~~relocation of~~

~~Admiral Marine works to Clallam County with the addition of 150 new jobs~~ Completion of the Port's Marine Trades Center is a prime example of diversification and investment which strengthens the local economy. The region will continue to look to the forest industry, tourism, recreation, services, the construction industry and retail for its economic future. Light manufacturing and medical services also can play a vital role in the future.

A healthy, sustainable environment and economy must focus on development in place, redevelopment, and improving existing facilities. Existing levels of industry and commerce must be supported, and obsolete industries must be replaced by viable ones. Industries must be environmentally responsible if they wish to do business in Clallam County. And financial resources must be available to invest in new technologies that achieve the dual objectives of environmental and economic health.

Commercial and industrial development has and will continue to play a vital role in the economic development of the region. Commercial development, particularly retail, has expanded considerably in the last 10-year period. Industrial or manufacturing type jobs, however, have not flourished. Manufacturing is an important part of an economic development strategy: the jobs are family wage income, far exceeding service type jobs, and the sale of manufactured goods outside the region represent new dollars recruited within the local community. Both commercial and industrial development requires suitable locations, appropriately zoned, and with the necessary infrastructure.

The following table illustrates current commercial and industrial zoning within the region.

Area	Commercial Land Use	Industrial Land Use
City of Port Angeles	350 acres	855 acres
Unincorporated UGA	412 acres	~~366~~ 163 acres
Outside UGAs	42 acres	142 acres (RLC)

31.04.135 Economic development – Policies.

(1) *Policy 1.* Clallam County should develop and maintain infrastructure extension agreements with the City of Port Angeles or the PUD that would allow development of industrial and commercial lands which are not contiguous to the City within the unincorporated portion of the Port Angeles urban growth area. Any such infrastructure extension agreements shall be consistent with an annexation plan agreed upon by Clallam County and the City of Port Angeles.

(2) *Policy 2.* Clallam County should identify urban regional commercial sites within the Port Angeles urban

growth area, properly zone these sites, maintain them in appropriate sizes and quantity, and coordinate the provision of infrastructure. Design standards addressing buffers, traffic, access, noise, screening, landscaping and signage should be developed for regional commercial sites.

(a) Based on current population forecasts, the County should identify, properly zone, and reserve for future development up to two large site, urban regional commercial properties on the east side of Port Angeles.

(b) Regional commercial centers should be clustered at intersections of major collectors and Highway 101, rather than continuing to allow narrow strip development along the entire length of urban highway. Clustering regional commercial sites should enhance business vitality, protect residential property values north and south of the corridor, allow efficient service provision, minimize traffic lights on Highway 101 and improve traffic safety.

(c) Investigate the feasibility of regional commercial preservation regulations which act to maintain these properties in the large parcel sizes needed to attract regional business growth.

(3) *Policy 3.* Determine the long-range demand for industrial space and identify suitable areas for regional industrial development.

(a) Designations of land for industrial uses should provide sites of sufficient size as to attract small to medium size industrial facilities and locate industry where infrastructure is planned, exists, or can be efficiently provided.

(b) Investigate the feasibility of industrial preservation regulations which act to maintain these properties in the large parcel sizes needed to attract regional industrial growth.

(c) Due to the present lack of industrial site demand and the lack of infrastructure, some of the large area which was designated for industrial uses in the Dry Creek area in the 1982 Comprehensive Plan has been re-evaluated for its potential land use. Property which is not needed for long-term industrial development has been identified in the current plan and residential development at urban densities will be permitted on these lands located inside the urban growth area. Residential development at rural densities on these former industrial sites will be permitted outside the urban growth area.

(4) *Policy 4.* Clallam County should ensure that a reasonable proportion of small parcels (less than 10 acres) exists for small business serving neighborhood needs within the UGA. Neighborhood Commercial land use designations can be utilized to separate urban regional commercial sites and allow for commercial land uses at scales appropriate for their neighborhood setting. The existence of a commercial strip between urban regional commercial sites should not warrant the expansion of their depth into residentially zoned areas as that will not change the strip commercial nature of development but will only result in a deeper commercial strip.

(5) *Policy 5.* Clallam County working in concert with other economic development interests should maintain current commercial/industrial site survey information including available and projected public facilities and services, surrounding land uses, transportation capabilities, site suitability based on environmental constraints, and other relevant economic information.

(6) *Policy 6.* Clallam County should coordinate the development of capital facilities and public improvements as a priority to lands designated for commercial and industrial development. Clallam County should work with the

City of Port Angeles and the Port to develop a coordinated infrastructure development plan for development of industrial lands.

(7) *Policy 7.* Clallam County should ensure that Highway 101 is maintained for smooth flow of commercial traffic through encouraging controlled access to the highway, supporting bypasses of current traffic bottlenecks, minimizing additional stoplights on the highway, consolidating commercial driveways fronting on Highway 101 and supporting multimodal options to single occupancy use of the highway.

(8) *Policy 8.* Clallam County will make continuous, concerted efforts to attract and support businesses which employ or address the needs of disabled and handicapped persons.

(9) *Policy 9.* Clallam County will develop and implement a set of landscaping/building design guidelines for development along the Highway 101 and Highway 112 corridors. Landscaping and design guidelines will be used to improve the visual appearance of these important travel ways. Landscaping guidelines should generally implement the design features of the drawings prepared for the Comprehensive Plan. Grant funding should be sought through various sources to upgrade landscaping and facades for existing commercial and industrial operations.

(10) *Policy 10.* All levels of government should encourage economic development by working cooperatively with other economic development interests to provide water, sewer, and transportation infrastructure, appropriate land use designations (e.g., zoning) and to encourage new businesses to locate in those areas. Improvement costs should be paid through bonds, local improvement districts, and real estate excise taxes and repaid by the developer over time. The cost of connection to these systems needs to be carefully considered as excessive fees can discourage economic growth.

(11) *Policy 11.* Urban neighborhood commercial designations within urban growth areas should allow for a mix of residential and commercial land uses in order to encourage more interaction between local residents and businesses.

(12) *Policy 12.* Rural areas should allow research parks when the nature of the research requires a rural location such as is the case with the Battelle Facility near Sequim which required a waterfront location. Standards should be developed to ensure that these facilities do not cause adverse impacts, such as increased traffic, noise or pollution.

(13) *Policy 13.* Recreational developments that provide attractions to tourists and ~~citizens~~ residents in the area should be encouraged. Examples of appropriate developments would include golf courses, shoreline access, parks, trails. Existing tourist attractions, including Hurricane Ridge, the Olympic Discovery Trail, and Sol Duc Hot Springs should be maintained for year-round public access and enjoyment.

(14) *Policy 14.* Resource-based industries should continue to be supported, including conservation of forest and agricultural lands, and processing of raw materials.

(15) *Policy 15.* Clallam County should ensure that land use plans and regulations provide an environment conducive to business development, consistent with economic goals and objectives and protection of the public health, safety and welfare.

(16) *Policy 16.* The quality of the environment should be protected in order to attract tourists and new

business which desire to locate in a quality environment enjoyed on the Olympic Peninsula.

(17) *Policy 17.* Foster public dialogue to explore and define the elements of a sustainable community.

- WSU-Cooperative Extension

(a) Bring together development, industry, agriculture, private ~~citizens~~individuals, and interest groups in a forum setting to identify issues, common goals, ideas, and funding sources for developing and sustaining environmental and economic health.

(b) Sponsor public cultural celebrations and entertainment that illustrate and/or support balancing environmental and economic issues.

(c) Sponsor a sustainable enterprise fair to market innovation within Clallam County, and to market Clallam County to innovative enterprises.

(18) *Policy 18.* Employ educational institutions to gather information about new technologies and sustainable enterprises. Identify model communities, programs, businesses, and approaches to watersheds and sustainability. Present this information to business, industry, homeowners, schools.

- WSU-Cooperative Extension

(19) *Policy 19.* Maintain and expand an inventory of sustainable industries and innovative technologies which could be transferred to the Port Angeles watershed. Make this inventory available through public libraries and public and private offices.

- Clallam County Economic Development Council, North Olympic Library System

(20) *Policy 20.* Initiate a dialogue with neighborhood and community groups to exchange information about what is environmentally and economically acceptable.

- Clallam County Economic Development Council

(21) *Policy 21.* Continue to develop high-quality educational institutions that are attractive to industries. Improve local secondary schools to provide academic and vocational training consistent with market needs. Seek to establish research facilities, satellite campuses, and higher-education academic institutions.

- Port Angeles School District, Peninsula College, Western Washington University

(22) *Policy 22.* Build the resources of the public and school libraries through contributions of published materials that describe sustainable enterprises and communities on a concrete (rather than theoretical), project-oriented level. Utilize Western Washington University's Peninsula College Environmental Studies program as a repository and general distribution center for this information.

- North Olympic Library System, Peninsula College, Western Washington University

(23) *Policy 23.* Develop local facilities for recycling and manufacturing of recycled products. Search out and retain markets for recyclable materials. Provide additional sites for short-term storage of recyclable materials awaiting efficient means of transport. Pursue incentives to reduce waste storage through: the cost effectiveness

of landfill disposal versus transportation costs; subsidizing transportation of collected materials if economically beneficial; establishing a waste-to-energy facility; or other methods.

- Clallam County, Clallam County Economic Development Council

(24) *Policy 24.* Facilitate materials exchange, through physical or electronic bulletin boards, community "flea markets," or a dedicated reuse/recycling facility.

- Clallam County

(25) *Policy 25.* Initiate an awards program to recognize excellence and use of sustainability and nontoxic principles in residential and commercial development and in facility operation and maintenance.

- Clallam County Economic Development Council

(26) *Policy 26.* Evaluate and, where feasible, reform regulations to provide economic and other incentives to attract environmentally compatible enterprises to the Port Angeles watershed. Encourage businesses to make commitments to environmental enhancement in the watershed.

- Clallam County, City of Port Angeles

(27) *Policy 27.* Acquire information and conduct studies to ~~establish~~ periodically update the limits of a healthy watershed in Port Angeles. Identify benchmarks of health which should not be exceeded, including those related to water quantity, resource extraction, and vegetation, fish, and wildlife abundance and diversity. Identify conservation measures and technological methods which could be used to extend those limits while retaining a reserve capacity to account for unpredictable needs or losses.

- Western Washington University, Elwha S'Klallam Tribe, WA Department of Fish and Wildlife, Peninsula College

(28) *Policy 28.* Utilize a process similar to the Dungeness-Quilcene pilot project to allocate water resources among user groups before there is a crisis.

- Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, Port of Port Angeles, PUD #1 of Clallam County, Water Associations, Affected Parties

(29) *Policy 29.* Analyze the economic impacts of protecting shorelines, streams, wetlands, and other water-related resources. Include the costs and benefits of protection policies, as well as the potential future costs resulting from degradation or irreversible loss of resources.

- Clallam County

(30) *Policy 30.* Conduct long-term monitoring of parameters of watershed health. Summarize the "State of the Watershed" ~~annually~~ in a report written for ~~citizens~~ the public and policy makers, and include a water quality summary in the EDC's "Investor's Guide."

- Clallam County, City of Port Angeles, Western Washington University, Clallam County Economic Development Council

31.04.140 The natural environment – Inventory and analysis.

(1) *GMA Goals.*

(a) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(b) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(c) *Citizen participation and coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(d) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

~~(d)~~(e) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(2) *Watershed Goals.* Protect and enhance watershed resources, and reverse degradation where it has occurred.

Protect beneficial uses of water from nonpoint sources of pollution, including the effects of pathogens, chemicals, sediment, and nutrients on both surface and ground water resources.

Ensure cooperation and coordination in resource management.

(3) *Flora and Fauna.* The Olympic Peninsula is renowned for its extensive conifer stands of Douglas fir, Western red cedar, Sitka spruce, and Western hemlock. The fir, cedar, and spruce are the largest tree species in the watershed. Located within the conifer stands are deciduous trees: red alder, bigleaf and vine maples, willow, and black cottonwoods. They thrive in bottom land environments, particularly alongside streams, but occasionally grow elsewhere. Many locations in the higher elevations and a few locations in the lower elevations of the watershed contain special plants and plant communities. Some plants are listed by Washington State's Natural Heritage Program as sensitive or monitor species. Vegetative cover can reduce pollutant loads, by slowing, detaining, or even absorbing quantities of bacteria, chemicals, sediment, and even heavy metals.

Many different mammals, amphibians, reptiles, birds, and insects use one or more habitats found within the watershed. Marine mammals commonly found near the shoreline include sea and river otters (also in rivers and streams), harbor seals, gray whales, and harbor porpoises. Cavity nesting ducks found in the watershed feed on animal matter in wetlands and require snags and emergent/woody vegetation in swamps. Buffers areas with large

trees and woody vegetation for breeding and rearing of their young are beneficial. Many other species of birds either live entirely in the watershed or use it as a resting/feeding area during annual migrations. Many shore birds use the Port Angeles regional watershed shoreline to feed during spring and fall migrations.

(4) *Streams.* There are 312 miles of mapped streams within the Port Angeles regional watershed, which includes Bagley Creek, Siebert Creek, Morse Creek, Lee's Creek, Ennis Creek, Peabody Creek, Valley Creek, Tumwater Creek, Dry Creek, and the Elwha River drainages. Most of these streams are perennial. All of these subwatersheds outlet into the Strait of Juan de Fuca or are a tributary to the Elwha River. Base flow in most area streams is maintained by springs, seeps, and wetlands. Stream corridors are influenced by the management and use of adjacent lands. The overall health of stream corridors determines the productive capabilities of wildlife and fish habitats within the corridor. Vegetation along streams reduces bank erosion and diminishes the impacts of flooding. Streamside vegetation filters nutrients and sediment from surface runoff, preventing or slowing their entry into surface or groundwater. Maintenance of stream flows is extremely important, especially during times of low precipitation. Several streams in the watershed have limited fish production because of low flows. Stream corridors within the Port Angeles regional watershed display a wide variety of conditions from densely wooded and undisturbed to heavily impacted. The Elwha River is the major river in the watershed. Federal law (PL102-495) has authorized a study for restoration of anadromous fish to this river. Clallam County does not support removal of the Elwha River dams, but should dam removal become a reality, could provide technical and educational support for the project.

(5) *Marine Waters.* Port Angeles regional watershed provides habitat for a variety of marine and freshwater fishes. The marine shoreline of most of the watershed is fairly steep with large cobble and rock. Nearshore habitats are important nurseries for many kinds of juvenile fish. Many commercially and recreationally important species of shellfish are found immediately offshore of the Port Angeles regional watershed. Dungeness crab, shrimp, sea cucumbers, and red sea urchins are the primary species harvested. Other species found and harvested to a limited extent are octopus, green sea urchins, squid, and pink shrimp. Subtidal commercial concentrations of geoducks and hardshell clams occur in the Strait.

Historically, the Port Angeles Harbor was a site of shellfish harvest by indigenous peoples. Port Angeles Harbor is now classified as prohibited for shellfish harvest by DOH, due to the limited intertidal areas and the nearness of pollution sources in the harbor. Regardless of their commercial harvestability or fitness for human consumption, shellfish serve an important ecological function. They filter pollutants from water, and are a food source for other creatures, such as birds, waterfowl, and marine mammals. Port Angeles Harbor is on the State 303(d) list for water bodies with limited water quality due to levels of dissolved oxygen in water and PCBs in edible fish. Net pens in the harbor are currently utilized for the commercial production of salmon.

(6) *Wetlands.* The Port Angeles regional watershed has a wealth of wetlands which contribute to the overall health, diversity, and function of the area. Three hundred sixty-six (366) wetlands are mapped in the Port Angeles regional watershed. The estimated acreage of deepwater in the watershed is 633 acres. Wetlands cover about four (4) percent (3,043 acres) and additional hydric soils four (4) percent (2,696 acres) of the total acreage of the watershed. Together, wetlands and additional hydric soils make up eight (8) percent of the watershed. The vast majority of wetlands are classified in the palustrine system.

Common plants in wetland areas include mosses, wire grass, reeds, cattails, rushes, willows, sedges, and many other water-loving plants. According to the Washington Natural Heritage Program, the Olympic Peninsula has the greatest diversity in kinds of wetlands of any place in western Washington, and Peninsula wetlands support more

rare plants than any other part of the State.

(7) *Aquifers.* Groundwater withdrawals for both industrial and domestic use occur in the watershed (Morse Creek, Elwha River). Aquifers are naturally recharged by precipitation falling over a region, and by surface water infiltration. In the Port Angeles watershed, most recharge may be attributed to fractured rock areas in the mountains (especially since precipitation is greater in the higher elevations) and flat areas with gravel or alluvial deposits. Because it is an "invisible" resource, we know little about the quantity of water available for beneficial uses, about the quality of water underground, or how it moves through the watershed. Available groundwater quality information for the watershed is limited to monitoring conducted at active and inactive landfills, and that conducted by public water systems utilizing wells.

31.04.145 The natural environment – Policies.

(1) *General.*

(a) [*Policy ~~No. 1~~*] ♦ Regularly review existing regulations relating to critical areas, sewage disposal, and land division for adequacy and effectiveness of ground and surface water protection measures.

♦ County, City of Port Angeles

(i) Strengthen the wording and enforcement of existing laws, to protect water quality and quantity and to control specific sources of nonpoint pollution.

(ii) Provide incentives for compliance if necessary and include innovative enforcement approaches such as restoration, civil penalties, dedicated fines, and/or community service.

(b) [*Policy ~~No. 2~~*] ♦ Address cumulative impacts to water quantity, water quality and beneficial uses, across all jurisdictions, when developing and implementing land use policies and plans. Conservation of water resources and prevention of pollution are the preferred management objectives.

♦ County, City of Port Angeles, Elwha S'Klallam Tribe, PUD #1 of Clallam County, WA Department of Natural Resources, WA Department of Transportation, Olympic National Park

(c) [*Policy ~~No. 3~~*] ♦ Coordinate stream, salmon, and shellfish restoration and conservation projects for schools, volunteer organizations, landowners, and community groups. Assist real estate professionals, developers, business and industry representatives, conservation groups, and private landowners to implement restoration and conservation programs.

♦ Clallam Conservation District, WSU-Cooperative Extension, WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, County, City of Port Angeles

(d) [*Policy ~~No. 4~~*] ♦ Coordinate an interagency team to train volunteer groups to protect and enhance wetlands, riparian areas, and other watershed resources.

♦ WSU-Cooperative Extension

(e) ~~[Policy No. 5.]~~ Provide information and education to the public and decision-makers on the rationale behind existing resource protection measures and ordinances.

County, City of Port Angeles

(2) *Port Angeles Harbor.*

(a) ~~[Policy No. 6.]~~ Manage Port Angeles Harbor for the multiple beneficial uses for which it is designated under State and federal water quality standards, including recreation and aesthetics, fish and shellfish habitat, wildlife, and commerce and navigation.

City of Port Angeles, Elwha S'Klallam Tribe, Port of Port Angeles, WA Department of Fish and Wildlife

(b) ~~[Policy No. 7.]~~ Coordinate a cooperative, multijurisdictional effort to identify existing pollution problems in the harbor, and needs and opportunities for restoration of marine resources. Undertake remediation of pollution in Port Angeles Harbor as soon as funding can be secured. Contain or remove contaminated sediments using best available technology.

City of Port Angeles, Elwha S'Klallam Tribe, WA Department of Ecology

(3) *Wetlands.*

~~(a) [Policy No. 8.] Amend wetland policies to include protection of identified water quality and hydrologic functions of wetlands – such as water retention/detention and pollutant removal – in addition to their habitat functions and values.~~

Clallam County

~~(b)~~(a) ~~[Policy No. 9.]~~ ~~Develop a~~ Continue to implement nonregulatory strategy for preserving wetlands through purchase, conservation easements, and other mechanisms. Identify significant riparian corridors and wetlands for possible purchase or acquisition of conservation easements. Prioritize the areas based upon specific criteria, or by public nomination. Seek funding and methods to permanently preserve and protect wetlands identified as significant. Conduct other wetland enhancements, such as:

- Enhance wetlands at Laird Road through revegetation.
- Improve the artificial wetland north of ITT/Rayonier landfill as an amenity or educational site.
- Remove fill and pursue potential use of the airport wetland as mitigation banking site.
- Other opportunities for wetland enhancement can be found at Lincoln Park, North Brook Street, 10th and "M" streets, and Big Boy Pond at Stevens Middle School.

Clallam County, City of Port Angeles, North Olympic Land Trust

(4) *Wildlife.*

(a) ~~[Policy No. 10.]~~ Establish and/or support urban wildlife programs to create and enhance pockets of habitat within the City and outlying areas.

♦ City of Port Angeles, WA Department of Fish and Wildlife, Clallam County

(i) Bring the "Habitat in your Backyard" program to Port Angeles; distribute "how-to" packets for creating butterfly gardens, bird gardens, frog ponds, etc.

(b) [*Policy ~~No.~~ 11.*] ♦ Create new corridors and maintain existing corridors of contiguous habitat for wildlife, in conjunction with streams and existing tracts of unbroken habitat.

♦ Clallam County, City of Port Angeles, WA Department of Fish and Wildlife

(5) *Public and Private Open Space.*

(a) [*Policy ~~No.~~ 12.*] ♦ Public actions should maintain and protect riparian and shoreline areas while providing public access where appropriate.

♦ Clallam County, City of Port Angeles, WA Department of Natural Resources

(b) [*Policy ~~No.~~ 13.*] ♦ Identify recreational access needs for streams and shorelines, and acquire easements where possible.

♦ Clallam County, City of Port Angeles, North Olympic Land Trust, WA Department of Fish and Wildlife

(c) [*Policy ~~No.~~ 14.*] ♦ Compile and distribute a summary of current incentive programs for open space retention and acquisition. Explain mechanisms for the protection of open spaces and natural environments; identify criteria for protection and acquisition; and describe the advantages and disadvantages of preservation.

♦ Clallam County, City of Port Angeles, North Olympic Land Trust

(d) [*Policy ~~No.~~ 15.*] ♦ Encourage and assist riparian property owners to dedicate conservation easements and other protective measures for corridor protection. Provide open-space tax status and other incentives for portions of properties located within the riparian corridor.

♦ Clallam County, City of Port Angeles, North Olympic Land Trust

(e) [*Policy ~~No.~~ 16.*] ♦ Pursue opportunities to obtain DNR-managed lands along riparian corridors for open space lands by purchase or other adequate compensation to the Trust for which it is managed.

♦ Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, North Olympic Land Trust, WA Department of Natural Resources

(6) *Shellfish.* [*Policy ~~No.~~ 17.*] ♦ Consider cumulative impacts to shellfish habitat and harvestability when shoreline master program, comprehensive plan amendments, and land use changes are reviewed.

♦ Clallam County, City of Port Angeles, Elwha S'Klallam Tribe

(7) *Fin Fish.* [*Policy ~~No.~~ 18.*] ♦ Maintain healthy wild native fish runs. Future replacement or enhancement of fish populations should utilize locally adapted stocks when available.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe

(8) *Aquifers.* [*Policy ~~No. 19~~.] ♦ Conduct studies within the City and urban growth area to characterize possible contamination problems, and determine routes, types, and sources of contamination which may be affecting marine resources.

♦ City of Port Angeles, Clallam County

(9) *Streams and Riparian Corridors.* Please see neighborhood policies for reference to specific stream corridors within the Port Angeles regional watershed.

(a) [*Policy ~~No. 20~~.] ♦ For all streams, develop comprehensive, site-specific stream management plans which include stream surveys, assessment and monitoring, and recommendations for restoration or improvement. Stream evaluations should be performed in consultation with knowledgeable local residents. Plans should be linked to agency comprehensive plans, incorporate landowner needs and responsibilities, and provide for technical assistance to landowners.

♦ Elwha S'Klallam Tribe, WA Department of Fish and Wildlife, Clallam Conservation District

(b) [*Policy ~~No. 21~~.] Monitor all streams for bacteria and chemical parameters. Immediately identify and remediate suspected sources of contamination.

♦ Clallam County, City of Port Angeles, Elwha S'Klallam Tribe

(c) [*Policy ~~No. 22~~.] ♦ Improve fish passage where needed, and create fish spawning and rearing habitat where appropriate.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam Conservation District

(d) [*Policy ~~No. 23~~.] ♦ Protect and enhance riparian areas with vegetation to reduce stormwater impacts and to maintain optimum water temperature.

♦ Clallam Conservation District, Elwha S'Klallam Tribe, Clallam County, City of Port Angeles

(e) [*Policy ~~No. 24~~.] ♦ Retain or immediately reestablish vegetated buffers within all stream corridors.

♦ Clallam County, City of Port Angeles

(f) [*Policy ~~No. 25~~.] ♦ Use direct mailings and personal contacts to provide information and technical assistance to property owners and residents along floodplains, shorelines, and riparian areas. Include information about best management practices, low-impact shoreline management, management of erosive soils to protect water quality, and protection of riparian and other values.

♦ Clallam County, City of Port Angeles, Clallam Conservation District

(g) [*Policy ~~No. 26~~.] ♦ Measure all surface water withdrawals at the source to determine actual withdrawals, to ensure compliance with permitted water right allocations.

♦ WA Department of Ecology

(h) [*Policy ~~No.~~ 27.*] ♦ Define necessary instream flows for fish on all streams. Establish limitations on surface water withdrawals to maintain optimum instream flow for fish at critical times. Encourage water conservation during low-flow months.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, City of Port Angeles, PUD #1 of Clallam County, Water Associations

31.04.150 Public involvement and education.

(1) *GMA Goals.*

(a) *Citizen participation and coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(b) *Historical preservation.* Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

~~(b)~~(c) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(2) *Watershed Goals.* Promote stewardship by residents, decision makers, visitors, and agencies in the Port Angeles watershed.

Protect beneficial uses of water from nonpoint sources of pollution, including the effects of pathogens, chemicals, sediment, and nutrients on both surface and ground water resources.

Ensure cooperation and coordination in resource management.

(3) *Public Involvement.* In the past, public involvement and education have often been viewed as luxuries that can only be carried out if staff time and budget permit. Or, they have been conducted only to satisfy the requirements of the law. Used correctly, however, public involvement and education are important strategies which can lead to more workable and lasting answers to local problems - answers that are arrived at with the help of a well-informed ~~citizenry~~public, through a process that goes well beyond the "one-way" communication of traditional public hearings. The Port Angeles Plan contains policies to foster effective public participation. The Plan provides for official recognition of neighborhood-based organizations. These organizations will be notified of Comprehensive Plan modifications, zone changes and development projects which could affect their neighborhoods. Official notification will allow local residents to be positively involved at an early stage in any change which could impact them. Proponents of change or development will be encouraged to work with neighborhood groups to reach mutually acceptable proposals.

Since nonpoint source pollution stems largely from human activity, watershed plans call for ongoing efforts to

change people's understanding and behavior The nonpoint rule requires public education measures in all pollution control strategies, and Clallam County recognizes that education is the most cost effective approach to pollution prevention. Because education and public involvement are closely linked, these activities are discussed together in this section.

With activism on the rise and the public's increased understanding of the effect of environmental, land use, and transportation issues, ~~citizen~~ public involvement starts way before final testimony at a public hearing. Effective ~~citizen~~public participation, whether by mandate or choice, expands the opportunities for ~~citizens~~ people to discuss public policy and influence officials.

(4) *Historical and Cultural Resources of Native Americans and other Residents of Clallam County.* Native and non-native Americans in Clallam County are interested in preserving their history and culture. Historical and cultural resources include structures, landscapes, objects and areas with significance, some of which may not be physically apparent or measurable. Cultural resources have both a physical and social dimension, and are not limited to historical associations. Cultural resources connect special places, natural resources, and historic properties with the ongoing cultural practices of specific groups.

The tie between a resource and its cultural context defines why a resource should be preserved and which characteristics of the resource are most important to protect. Culture itself is a living, evolving process, and cultural resources traditionally identified by the tribes and others include regions, specific sites and landscapes where features are imbued with scenic, spiritual or mythological meanings.

Traditional cultural resources need to be defined, regarded and protected through a formalized procedure similar to that currently used to identify and protect archaeological and historical resources. Clallam County should expand and update its surveys of historic and cultural resources and use this inventory when evaluating the impacts of land use decisions.

The Lower Elwha S'Klallam Tribe exists as a sovereign government within what is now known as Clallam County, and is committed to helping identify and protect the region's cultural resources. The Lower Elwha S'Klallam Tribe also desires to build an effective government to government relationship with Clallam County, based on collaboration and mutual respect.

31.04.155 Public involvement and education – Policies.

(1) *Education.*

(a) [*Policy ~~No.~~ 1.*]* Provide funding and support for a water resources field agent who will provide assistance in planning, conducting, and evaluating educational programs by working with local governments, property owners, and the public. The field agent should conduct regular educational presentations to civic groups and organizations in the community on water resource issues and watershed plan implementation.

* WSU-Cooperative Extension, UW SeaGrant, Clallam County, City of Port Angeles

(b) [*Policy ~~No.~~ 2.*]* Conduct educational programs to meet applicable stewardship objectives and which are geared toward specific neighborhoods, organizations, and user groups. Programs should provide

information, discussion, and activities and should address water quality and quantity issues and problems particular to these groups. Subjects covered may include on-site sewage disposal system operation and maintenance; riparian management; waste reduction, recycling, and disposal; water conservation.

♦ WSU-Cooperative Extension, Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, Port of Port Angeles

(i) Conduct education programs for individual forest landowners, the general public, and the forest industry about forestry best management practices, streamside management, and watershed restoration.

♦ WA Department of Natural Resources, Clallam Conservation District, WSU-Cooperative Extension

(ii) Provide public education programs for boaters, marina owners and operators, and other interested shoreline users. Signage, billing inserts, and workshops regarding proper waste disposal, spill management, and pumpout use should be a part of educational activities.

(iii) Conduct public education programs regarding proper use and disposal of household hazardous materials and chemicals.

(iv) Use public education and awareness programs to encourage the use of biodegradable cleaners and other alternatives to hazardous chemicals.

(c) [*Policy ~~No. 3~~*] ♦ Continue Clallam Conservation District's ongoing program of water quality education for small farm and commercial farm operators. Reach out to small farm operators to identify needs and concerns, provide information about good stewardship, and provide technical assistance for conservation planning and best management practices.

♦ Clallam Conservation District, WSU-Cooperative Extension

(d) [*Policy ~~No. 4~~*] ♦ Conduct outreach and awareness programs to reach a broad spectrum of the population, including previously underserved groups. Integrate environmental education and activities into other social and economic programs. Environmental education objectives should include giving marginalized groups employment skills, control over their environment, access to power, and cultural identity.

♦ WSU-Cooperative Extension, Clallam County, City of Port Angeles, Elwha S'Klallam Tribe

(e) [*Policy ~~No. 5~~*] ♦ Conduct classroom workshops on clean water practices, planning for clean water, and salmon and watershed awareness. Integrate water quality and quantity studies into existing reading, social studies, and mathematics curricula.

♦ Port Angeles School District, WSU-Cooperative Extension, Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, WA Department of Fish and Wildlife, Clallam Conservation District

(f) [*Policy ~~No. 6~~*] ♦ Provide opportunities for students to earn classroom credit for participation in water quality community service projects, including short-term internships, attendance at public hearings, and serving on watershed management committees and other advisory boards.

♦ Port Angeles School District, Peninsula College, Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, Clallam Conservation District

(g) [*Policy ~~No.~~ 7*] ♦ Acquire and distribute self-contained educational programs such as scripted slide shows and videos; self-guided tours; and water quality self-assessment, to libraries, organizations, schools, and individuals.

♦ WSU-Cooperative Extension, Clallam County, City of Port Angeles

(h) [*Policy ~~No.~~ 8*] ♦ Develop or purchase educational displays for use in public spaces, government offices, community events.

♦ WSU-Cooperative Extension, Clallam County, City of Port Angeles, WA Department of Fish and Wildlife

(i) Utilize brochures, booklets, and countertop video programs to provide water quality and water quantity education for individuals applying for County and City permits.

(2) *Information.*

(a) [*Policy ~~No.~~ 9*] ♦ Create and distribute a personal water quality decision-making guide, which includes issues related to individual attitudes and behavior, describes the options and opportunities the individual has to correct and prevent nonpoint source pollution, and the effects of those choices, and provides the individual with avenues to further protect water quality in their home, business, and community.

♦ WSU-Cooperative Extension, Clallam County, City of Port Angeles

(b) [*Policy ~~No.~~ 10*] ♦ Increase community and governmental awareness and understanding of tribal governments in general, and the local tribes in particular. Provide information about tribal sovereignty, treaty rights, and government-to-government interactions.

♦ Elwha S'Klallam Tribe, Clallam County

(c) [*Policy ~~No.~~ 11*] All jurisdictions should work individually and cooperatively to identify, record, study and encourage the preservation, maintenance and appropriate use of lands, sites and structures that have cultural significance. The early identification and resolution of conflicts between the preservation of cultural resources and competing land uses should be promoted and facilitated.

(d) [*Policy ~~No.~~ 12*] ♦ Publicize the procedures for obtaining an hydraulic project approval permit from Washington Department of Fish and Wildlife for any activity within stream channels, and other State and local permits governing critical areas.

♦ WA Department of Fish and Wildlife

(e) [*Policy ~~No.~~ 13*] ♦ Use tourism advertising, publicity, and promotions to communicate environmental stewardship messages to local and regional audiences. Actively work with news media, tourism bureaus, and Chamber of Commerce to include education and information about water resource protection in their promotions.

♦ North Olympic Peninsula Visitor and Convention Bureau, Chamber of Commerce, Clallam County, City of

Port Angeles, Clallam Conservation District, Elwha S'Klallam Tribe

(f) [*Policy ~~No.~~ 14.*] ♦ Develop art, literature, and historical presentations at schools and museums which demonstrate the cultural importance of the beneficial uses of water. Create items of popular culture (such as cards, calendars, posters, T-shirts) which portray aspects of the Port Angeles Watershed and its community as source of community identity.

♦ WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, City of Port Angeles

(3) *Activities.*

(a) [*Policy ~~No.~~ 15.*] ♦ Identify stream, wetland, and shoreline sites in the watershed which could be used for educational programs and develop site-specific materials for these places. Conduct field trips to these sites to demonstrate beneficial use and nonpoint pollution issues and solutions.

♦ WSU-Cooperative Extension, Clallam Conservation District, Clallam County, City of Port Angeles, WA Department of Fish and Wildlife

(b) [*Policy ~~No.~~ 16.*] ♦ Conduct field trips and watershed tours for organizations, agency staff and boards, and the general public demonstrating nonpoint problems, beneficial uses, model farms and homes, and various best management practices as they apply to everyday situations in the watershed.

♦ WSU-Cooperative Extension, Clallam Conservation District, Clallam County, City of Port Angeles

(c) [*Policy ~~No.~~ 17.*] ♦ Work with teachers, citizens groups, agencies, and landowners to coordinate water quality and habitat enhancement projects on local streams. Utilize local volunteers to conduct an ongoing water quality monitoring program as an educational and public involvement tool.

♦ Clallam Conservation District, WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, City of Port Angeles, WA Department of Fish and Wildlife

(d) [*Policy ~~No.~~ 18.*] ♦ Encourage neighborhood groups to undertake "Adopt A ... (water resource)" projects. Sponsor "Adopt A Stream," "Adopt A Beach," and "Adopt A Wetland" workshops in Clallam County to provide training to volunteer groups.

♦ WSU-Cooperative Extension, WA Department of Fish and Wildlife

(e) [*Policy ~~No.~~ 19.*] ♦ Bring together adversarial groups in partnerships to plan, conduct, and evaluate restoration and enhancement projects on streams, shorelines, and wetlands. Use these group projects to identify common goals and negotiate common benefits in resource protection.

♦ WSU-Cooperative Extension, Clallam Conservation District, WA Department of Fish and Wildlife

(f) [*Policy ~~No.~~ 20.*] ♦ Conduct training sessions for County, State, and agency staff, contractors, and equipment operators whose activities may impact or influence water quality.

♦ Clallam County, City of Port Angeles

(g) [*Policy ~~No.~~ 21.*] ♦ Conduct a stormwater demonstration project which includes a field workshop for local contractors, developers, and the public. Projects should be designed to accompany stormwater management manuals developed by County, City, and State.

♦ Clallam County, City of Port Angeles

(h) [*Policy ~~No.~~ 22.*] ♦ Conduct on-site sewage disposal workshops to educate people about on-site sewage disposal, including standard and alternative technology, costs, and maintenance. Train people to operate, observe, inspect, and maintain their systems.

♦ Clallam County, WSU-Cooperative Extension

(i) [*Policy ~~No.~~ 23.*] ♦ Educate the public and decision makers about the benefits of preserving open spaces and natural environments, and opportunities for acquisition and dedication of open spaces.

♦ Clallam County, City of Port Angeles, North Olympic Land Trust, Clallam Conservation District

(j) [*Policy ~~No.~~ 24.*] ♦ Offer recognition and tangible reward to individuals, groups, businesses, and agencies who demonstrate leadership and make a commitment to protecting water quality or quantity. The annual "Citizen of the Year" award should include a separate category for environmental stewardship.

♦ WSU-Cooperative Extension

(k) [*Policy ~~No.~~ 25.*] ♦ Actively develop the community celebrations, exercises, and conferences which foster visioning, goal setting, and consensus-building; and which build trust, respect, and cooperation between leaders, staff, ~~citizens~~members of the public, and groups.

♦ WSU-Cooperative Extension

(4) *Public Involvement.*

(a) [*Policy ~~No.~~ 26.*] Neighborhood groups which represent more than twenty (20) percent of the households in their neighborhood and meet on a regular basis can be officially recognized by the Clallam County Commissioners by making application with the County. These organizations will be notified of comprehensive plan modifications, zone changes, long plats, large lot subdivisions and development projects which could affect their neighborhoods.

(b) [*Policy ~~No.~~ 27.*] Encourage proponents of change or development to work with neighborhood groups to reach mutually acceptable proposals.

(c) [*Policy ~~No.~~ 28.*] ♦ Publicize policy actions, meeting dates and times, and contact numbers for public officials, through an easily identified and readable column in the newspapers. Active solicitation of public involvement should be a necessary component of research, planning, and policy making budgets and timelines. At a minimum, public involvement methods should consist of information dissemination, discussion, activities, and evaluation.

♦ Clallam County, City of Port Angeles

(d) [*Policy ~~No.~~ 29.*] Conduct annual "neighborhood meetings" with neighborhood councils, advisory boards, the Board of County Commissioners, City Council, Conservation District Board of Supervisors, and other agency representatives to discuss and respond to watershed and neighborhood-specific issues. Neighborhood meetings can serve as an avenue for mutual education between government officials and the public on issues concerning the regions built environment, neighborhood sites with historic or cultural significance, neighborhood design issues, view protection, control of sprawl and other quality of life issues.

Clallam County, City of Port Angeles, Clallam Conservation District

(e) [*Policy ~~No.~~ 30.*] Clear, proactive communications on issues that concern all peoples and the region are a necessary prerequisite for building a basis for understanding and protecting cultural resources. Clallam County should apply the same process to cultural resources as is now used for archeological and historical resource protection. This process should be supplemented by cooperative agreements and collaboration between jurisdictions, and by including the tribe in the notice of action in permitting processes for areas of tribal interest.

(f) [*Policy ~~No.~~ 31.*] Utilize dispute resolution services to conduct training on goal setting and consensus- building for neighborhood groups, ~~citizens~~ members of the public, and government staff. Use dispute resolution services and programs to resolve conflicts and mediate solutions before resorting to litigation.

Clallam County, City of Port Angeles, Elwha S'Klallam Tribe

31.04.200 Agricultural land – Inventory and analysis.

(1) *GMA Goals.*

(a) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(b) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(c) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(d) *Citizen participation and coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(e) *Property rights.* Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(2) *Definition.* The Growth Management Act defines "agricultural land" as land primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, finfish in upland hatcheries, or livestock and that has long-term commercial significance for agricultural production.

The Growth Management Act defines "long-term commercial significance" to include the growing capacity, productivity, and soil composition of the land for sustained commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense uses of the land.

(3) *Resource Base.* The Port Angeles planning area contains no land which qualifies as agricultural resource land of long-term commercial significance. This finding is based on the fact that agricultural lands in this region are primarily utilized as pasture for animal raising and very few of these operations are commercially viable. The region does, however contain several large farms which have significant impact on the rural character and aesthetics of the region. These properties should be targeted for transfer or purchase of development rights programs. The Port Angeles watershed characterization report identified eighty-five (85) farms exceeding twenty (20) acres in size covering nearly 2,000 acres. Policies should encourage the conservation of land put to productive use.

(4) *Open Space.* Although it is recognized that agricultural lands do play a significant role in our local economy and lifestyle, these lands may play a greater role as open space for the enjoyment of the public, preservation of the remaining rural character of the Port Angeles planning area, and as wildlife habitat.

(5) *Public Interest.* During the regional planning process, ~~citizens~~ residents of the Port Angeles region have indicated a strong interest in conserving agricultural lands, open space and the quality of the environment. This issue has and will continue to be a very emotional discussion between property owners and the general public. It is unquestionable that the remaining agricultural lands in the area play a vital component in maintaining rural character. However, the interest of the general public over the interest of the private property owner must be carefully considered. This plan cannot diminish the goal to protect property rights.

(6) *Conservation Alternatives.* Conservation of agricultural lands could be accomplished through several alternatives:

(a) Public acquisition or transfer of development rights; and/or

(b) Incentives, such as taxes, flexible zoning techniques, technical assistance.

(7) *Development Rights.* There are several ways to acquire the development rights: purchase those rights or transfer the rights to other properties. The purchase of development rights occurs when the public acquires the rights held by the property owner to develop the land while the owner maintains the right to utilize the land for agricultural purposes. Once the public has purchased the development rights of the property, title to those rights no longer remains with the property owner and the agricultural nature of the land is preserved. The public purchase of development rights should provide more assurance that agricultural lands will be conserved forever than the use of traditional regulatory measures.

The Sequim-Dungeness Regional Plan contains policies supporting a program to purchase the development rights of certain agricultural lands. Such a program would require a vote by all residents of the County, as the funds

would be obtained through "general obligation" bonds of County government. This program could include some properties in the Port Angeles planning area as this would enhance the probability of being approved by voters in this region.

If a levy of $5,000,000 was proposed and approved, it is estimated the levy would amount to $0.103 per $1,000 of assessed valuation. In this example, the owner of a $100,000 house would pay $10.30 per year to pay off the conservation purchase bond.

Other options available to local governments for conservation of agricultural lands and open space are special property tax laws (conservation futures) or real estate excise tax. Conservation futures authorizes an assessment of $0.0625 per $1,000 of assessed valuation, which would have generated $133,800 in revenue in 1994. This tax does not require voter approval and could be used as the source for issuance of bonds approved by the Board of Clallam County Commissioners. Real estate excise taxes include an option for a voter approved one percent tax on the transfer of property for the purpose of acquiring conservation areas, which would have resulted in $1,200,000 in revenue in 1993.

(8) *Finfish Hatcheries.* In 1994 the State amended the definition of agricultural land to include finfish in upland hatcheries. This planning area has two (2) finfish hatcheries on the Elwha River. Both hatcheries are susceptible to incompatible adjacent residential land uses which might affect water quality.

31.04.205 Agricultural land conservation – Policies.

(1) *Findings. {[Policy ~~No. 1~~]}* Based solely on growing capacity, productivity, and soil composition of the land within the Port Angeles planning area, there are not any agricultural lands of long-term commercial significance. Agricultural land uses which are found in this region, although not of long-term commercial significance, should be preserved to maintain productive agricultural use of land, to maintain economic benefit to residents of the region, to reduce reliance on food sources which originate outside the County and to maintain the rural character of the planning region.

(2) *Conservation Strategy. {[Policy ~~No. 2~~]}* Maintain, enhance and conserve productive agricultural lands through the following means:

- Continue to provide tax incentives (open space or current use assessments);
- Continue to provide technical assistance, such as resource conservation plans prepared by the Clallam Conservation District or Soil Conservation Service;
- Allow and encourage small-scale agricultural uses within both rural and urban areas;
- Discourage incompatible uses on adjacent lands, through increased setbacks, limits on utility extensions in agricultural areas, right-to-practice agriculture ordinances, and notification to residential landowners of potential incompatible uses; and
- Work towards long-term (i.e., permanent) conservation through transfer of development rights or public purchase of development rights.

(3) *Farm Land Use Maps.* ~~{[Policy No. 3]}~~ Farm lands to be targeted for protection should be specifically identified and property owners contacted to determine their willingness to participate in protection programs. Such lands should enjoy the full protection of the "right to practice agriculture" ordinance as long as the farm use is ~~to be~~ continued.

(4) *Purchase of Development Rights.* ~~{[Policy No. 4]}~~ Develop a program for lasting, long-term conservation of agricultural lands based on public financial support.

(a) Focus the program on purchase of development rights in order to keep lands in private ownership. Once development rights are purchased, future development shall be restricted through such legal instruments as necessary to ensure permanent conservation of lands for the benefit of future generations.

(b) Work with the public and landowners to set priorities for the purchase of development rights. Priorities may be set based on development pressures, open space value, or environmental values.

(c) Development rights to agricultural lands should be acquired through voter approval of a general obligation bond for the purchase of development rights.

(5) *Incompatible Development.*

(a) ~~[~~*Policy ~~No. 5.~~*~~]~~ Public services and utilities within and adjacent to identified farms shall be designed to prevent negative impacts on agriculture and to maintain total farmland acreage, as follows:

(i) Water lines, sewer lines, and other public facilities should avoid crossing farmland subject to future protection programs;

(ii) Roads should not divide farmlands targeted for protection.

(b) ~~[~~*Policy ~~No. 6.~~*~~]~~ Continue to conserve all agricultural lands, whether designated for long-term commercial significance or not, through property tax reductions (current use assessments) and transfer of development rights out of designated agricultural lands.

(6) *Finfish Hatcheries.* ~~{[Policy No. 7]}~~ Ensure that land uses adjacent to finfish hatcheries are compatible with the long-term commercial production of those hatcheries. Consideration shall be given to appropriate land use densities, land use practices, and maintenance of water quality standards.

31.04.210 Forest land – Inventory and analysis.

(1) *GMA Goals.*

(a) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(b) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density

development.

(c) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(d) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

~~(c)~~(e) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

~~(d)~~(f) *Citizen participation and coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(2) *Watershed Goals.* Protect beneficial uses of water from nonpoint sources of pollution in the Port Angeles watershed, including the effects of pathogens, chemicals, sediment, and nutrients on both surface and ground water resources.

Protect and enhance watershed resources, and reverse degradation where it has occurred.

Ensure long-term, sustainable, environmental and economic health of the watershed.

Ensure cooperation and coordination in resource management.

(3) *A Vision for Forest Resource Lands.* We envision the retention of forest resource lands and the maintenance of the forest industry as a major industry in the County. The forested foothills of the region remain in resource land use providing for jobs, clean and abundant water and forested vistas. The State-managed foothills area has successfully combined forest management with recreational trails utilized by thousands of bicyclists and hikers. The steep ravines of the streams in the watershed retain their forested cover providing a filter for runoff and providing cover and movement corridors for wildlife as well as fish.

(4) *Definition.* The Growth Management Act defines "forest land" as land primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, and that has long-term commercial significance. In determining whether forest land is primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, the following factors shall be considered: (a) the proximity of the land to urban, suburban, and rural settlements; (b) surrounding parcel size and the compatibility and intensity of adjacent and nearby land uses; (c) long-term local economic conditions that affect the ability to manage for timber production; and (d) the availability of public facilities and services conducive to conversion of forest land to other uses.

The Growth Management Act defines "long-term commercial significance" to include the growing capacity, productivity, and soil composition of the land for sustained commercial production, in consideration of the land's proximity to population areas, and the possibility of more intense uses of the land.

(5) *Resource Base.* Commercial forestry in the Port Angeles region is still a viable industry. There are sufficient public (federal and State) and private lands to provide a resource base for timber harvesting. In 1992, the County designated approximately 34,000 acres of lands as forest lands of long-term commercial significance, including approximately 3,500 acres as transitional forest lands. A large percentage of the lands designated are State and federal lands. There are many forest resource support industries in this planning area. Mills and log storage yards are primarily located in the Port Angeles area.

(6) *Forest Land Use Issues.* Community input through surveys, neighborhood meetings, and letters has indicated a strong interest in conserving our forest lands, open space and the quality of our environment. In 1992, Clallam County designated approximately 34,000 acres as forest lands of long-term commercial significance in the Port Angeles Region, including approximately 3,500 acres of transitional forest lands. Retaining commercial forest resource lands in resource use is the major goal of the resource lands element. Retention of resource lands benefits the taxpayers of the County in that this land use requires few County services while providing substantial income primarily in the form of harvest taxation.

Commercial forestry in the east end of the County is and will continue to be our largest industry. There are sufficient public (federal and State) and private lands to provide the resource base for timber harvesting. Retention of this resource base should limit the loss of forestry related jobs.

Additional benefits of forestland retention derive from the fact that these lands play a major role in protecting both water quality and quantity. Permanent clearing of forestlands associated with housing developments leads to rapid surface runoff as tree and other vegetation are no longer available to allow for slow infiltration of water into soils and aquifers. Construction of roads and housing greatly increases erosion as soils and cut slopes are exposed to rainfall. Roads, roofs and driveways increase impervious surfaces which directly contributes to surface runoff and to a decrease in water added to aquifers.

One of the larger conflicts with commercial forest operations occurs when residences encroach into areas managed for commercial forestry. The foothills area south of Township Line Road, Upper Mount Pleasant Road, Mt. Angeles Road and Upper Black Diamond Road are examples of areas where residential development has increased and encroached upon the commercial forest. Commercial forestry zoning is utilized to limit the number of persons locating in areas of commercial forest operations so that conflict is minimized. Commercial forestry/ residential mixed use zoning is utilized in areas currently managed for commercial forestry by smaller landowners in order to retain at least a portion of these lands in commercial forestry. Commercial forestry/residential mixed use zoning allows residential uses but utilizes the forest lands retained in this type of development to buffer and separate residences from commercial forest operations which might endanger residences such as prescribed burning, spraying or harvesting operations. Commercial forestry/residential mixed use zoning is also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts with commercial forestry or encourage conversion of forest resource lands. Rural very low density designations are utilized in areas not currently managed for commercial forestry to buffer commercial forest areas from more intensive rural density development. Conflicts with traditional forest management techniques will continue to increase but can be minimized by maintaining commercial forest areas in commercial forest uses, utilizing buffers to reduce the risk to

residences located near commercial forest lands and providing for low densities at the edge of the commercial forest.

One of the methods that Clallam County adopted to conserve the resource base and ensure compatibility at the forest/rural interface was the use of a commercial-residential mixed use zones (CFM). Most of these zones were in the foothills on the east end of the County. Development within the CFM zones was allowed if developed in a cluster pattern (thirty (30) percent development/seventy (70) percent forest). In exchange for clustering, large density bonuses were possible. This plan responds to critics of these excessive bonuses by removing the bonus provisions of the earlier ordinances. Another legitimate criticism leveled at the CFM zones was the fact that forest reserves were only set aside for twenty (20) years which is not enough time to provide for even one rotation of trees to reach maturity. This plan requires that the forest reserve be set aside permanently for forest use since the development potential of the entire property will have been utilized in the development area.

31.04.215 Forest land conservation – Policies.

(1) *Generally.*

(a) [*Policy ~~No.~~ 1.*] Lands meeting the definition or criteria for commercial forest lands in the County General Plan ~~should~~ shall be designated as commercial forest lands of long-term commercial significance. In general, these lands should have a minimum parcel size of eighty (80) acres or contiguous parcels under the same ownership can be grouped into eighty (80) acre sizes, are currently forested, and have a forest land grade which is capable of growing trees at a commercial growth rate. (See criteria in the County-wide Plan.)

(i) Land designated as commercial forest shall remain in this classification throughout the life of this Plan ~~(twenty (20) years)~~ except in those cases where an error was made in the application of the criteria establishing the zone.

(b) [*Policy ~~No.~~ 2.*] Commercial forestry (CF) designation and zoning at eighty (80) acre minimum lot sizes is the preferred form of protection for forest resource lands. Conversion of commercial forest (CF) zoning to zones which provide less protection of the forest resource such as commercial forestry/mixed use residential shall not be permitted during this planning period. Rural and urban lands have sufficient development potential to provide for increased populations.

(c) [*Policy ~~No.~~ 3.*] Lands designated in the comprehensive plan as commercial forest/residential mixed use serve as a buffer between more intensively managed commercial forestlands and rural development patterns. Commercial forestry/residential mixed use designation and zoning are also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts or conversion pressures for commercial forestry. These areas are currently managed for commercial forestry but ~~they~~ have been impacted by adjacent residential development. They provide for a mix of protected forest reserves and low density residential lots built in a clustered development pattern. The commercial forest/residential mixed use zones have been modified in the following manner so that they may accomplish their intended purpose of protecting commercial forest uses in areas experiencing some growth pressures:

(i) Nonclustered development in all CFM zones is at one home per eighty (80) acre densities, cluster development is at one home per twenty (20) acre densities in CFM20 zones and one home per five (5) acre densities in CFM5 zones.

(ii) Density bonuses will be deleted.

(iii) Forest reserves will be permanently preserved for commercial forestry and will be located to buffer adjacent commercial forestlands.

(d) *[Policy ~~No. 4~~.]* Areas not presently managed for commercial forestry which are found in close association with large blocks of commercial forest land should be utilized as a buffer between commercial forest lands and rural sized developments. These areas should be designated for very low density residential use at twenty (20) acre densities.

(i) These transitional forest-residential lands should ensure compatibility with adjacent commercial forest land use through increased structural setbacks and recognition of the right-to-practice forestry ordinance on adjacent lands.

(ii) Flexible zoning developments which avoid the conflict with adjacent commercial forest land use and which retain a minimum of seventy (70) percent of the site in a large remainder lot in order to buffer adjacent commercial forestlands, retain open space lands for wildlife, resource production and/or open space can be encouraged within these zones.

(iii) Landowners within the transitional forest-residential lands should be notified of property tax options for conserving forest lands.

(e) *[Policy ~~No. 5~~.]* Retention of designated commercial forestlands managed by the State for forest production/harvest is a key element of preserving the viewshed in the Port Angeles region. Many State-managed forestlands are found at elevations that make them highly visible from highways, County roads and from urban areas. These lands should be retained in State ownership and should not be converted out of commercial forest designations. It is an accepted fact that the community expects these lands to be managed for commercial forest purposes using forest "best management practices."

(f) *[Policy ~~No. 6~~.]* Retention of all designated commercial forestlands in the Port Angeles planning region is vital to maintenance of the forest industry as the region's leading industry. Given that development potentials of rural and urban lands in the region could accommodate much more than twenty (20) years of population growth, designated commercial forest resource lands should be retained in the original commercial forestland designations and zoning proposed ~~by the 1995 plan~~ throughout the planning period.

(g) *[Policy ~~No. 7~~.]* Retention of designated commercial forestlands is a key component to protection of water quality and water quantity.

(h) *[Policy ~~No. 8~~.]* Existing managed public access to public forest lands for recreation should be maintained.

(i) *[Policy ~~No. 9~~.]* Master planned resorts should not be located on forest resource lands that are within the viewshed of the Port Angeles urban growth area or when more than fifty (50) percent of the proposed site would be covered by critical areas. The viewshed of the Port Angeles urban growth area is defined as lands located at elevations exceeding 1,000 feet in elevation above sea level in the area between Morse

Creek and the Elwha River.

(2) *Forest Practices and Watershed Management.*

(a) [*Policy ~~No.~~ 10.*] ♦ General Policies for Forest Management.

(i) Conduct an inventory of forest roads in the watershed to determine forest road maintenance needs, site and age problems, and needs for road repair or formal road abandonment. The inventory should be coordinated with existing information maintained by DNR.

♦ Clallam County, WA Department of Natural Resources

(ii) Educate landowners to evaluate operators for their knowledge of State forestry BMPs and regulations.

♦ WA Department of Natural Resources, Clallam County

(iii) Manage riparian forests for conifer diversity, retaining or replanting with conifers.

♦ WA Department of Natural Resources, Clallam County

(iv) Provide technical assistance to riparian landowners for vegetation enhancement utilizing conifers.

♦ Clallam Conservation District

(b) [*Policy ~~No.~~ 11.*] ♦ Policies for Forest Practices Related to Conversion to Another Use.

(i) Clallam County should actively participate in forest practice application review and conditioning to ensure protection of water quality.

♦ Clallam County, WA Department of Natural Resources

(A) Clallam County and the Department of Natural Resources shall annually review procedures for permitting and enforcement of forest practices applications for conversions.

(B) Through a memorandum of agreement with DNR, establish areas likely to convert (ALTCs) in which the County would become lead agency under SEPA when a forest practice approval is required.

~~(ii) Adequate funding for review of conversion FPAs should be allocated to the County from FPA fees. Currently, the $500 permit fee is deposited in the State's general fund. Legislative action should be taken to return a portion of this fee to the County for review of these permits.~~

♦ WA State Legislature, WA Department of Natural Resources, Clallam County

~~(iii)~~(ii) Management of conversion harvests shall be based upon potential drainage impacts, regardless of acreage. Conversion harvest plans shall be prepared for forest lands harvested for conversion to another land use. Clallam County shall ensure that, at a minimum, the harvest plan includes:

(A) Drainage and erosion control best management practices;

(B) Timely revegetation utilizing native or sterile species;

(C) Protection of fish and wildlife habitat conservation areas and other critical areas;

(D) Location and design of roads to minimize potential sediment generation and delivery to surface waters.

♦ Clallam County

(c) [*Policy ~~No.~~ 12.*] ♦ Policies Related to Timber Management Forest Practices.

(i) DNR's review of forest practices applications shall, at a minimum, attempt to limit potential water quality impacts from forest practices by:

(A) Evaluating the cumulative effects of all harvests in the watershed;

(B) Reducing the risk of occurrence of landslides and severe erosion by identifying landslide hazard areas and high-erosion- hazard area ~~s and (landslide hazard areas)~~ within the harvest unit;

(C) Considering additional contributions from harvesting or roads to any known existing water quality impairments or problems in watersheds of concern;

(D) Timing the activity for the season or moisture conditions when the least impact occurs;

(E) Locating and designing road systems to minimize potential sediment generation and delivery to surface waters;

(F) Locating and designing temporary and permanent stream crossings to prevent failure and control impacts from the road system.

♦ WA Department of Natural Resources

(ii) Evaluation of forest practice applications for timber harvest of nonconverting lands shall emphasize prevention of potential individual and cumulative effects of harvest on water quality and quantity.

♦ WA Department of Natural Resources

(iii) Smaller, unstable ravines (equal to or in excess of forty (40) percent slope, or where the ground surface rises ten (10) feet or more vertically within a horizontal distance of twenty-five (25) feet) should be assessed for sensitivity to forest practices, thus requiring a Class III priority forest practices permit.

♦ WA Department of Natural Resources

(iv) Plan, operate, and manage normal, ongoing forestry activities (including harvesting, road design and construction, site preparation and regeneration, and chemical management) to adequately protect the functions of forested wetlands.

♦ WA Department of Natural Resources

(v) When chemicals are necessary for forest management, buffers for surface waters shall be established and clearly identified. Surface waters shall be protected from the application of toxic materials, including petroleum products, and from spills.

♦ WA Department of Natural Resources

31.04.220 Rural land – Inventory and analysis.

(1) *GMA Goals.*

(a) *Reduce sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(b) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(c) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(d) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(e) *Historic preservation.* Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

(f) *Citizen participation and coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(2) *Watershed Goals.* Protect beneficial uses of water from nonpoint sources of pollution in the Port Angeles watershed, including the effects of pathogens, chemicals, sediment, and nutrients on both surface and ground water resources.

Ensure long-term, sustainable, environmental and economic health of the watershed.

Ensure cooperation and coordination in resource management.

(3) *A Vision for Rural Lands in Clallam County.* We envision the rural lands in the Port Angeles planning area as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood or tourist commercial clusters. Neighborhood/tourist commercial clusters are located at their present positions along the highway and have blended into the rural environment through the application of landscaping standards and rural design guidelines which emphasize the preservation of rural views. Recreational uses which promote open space values such as golf courses, driving ranges and horse stables are encouraged to locate along major highways to improve scenic vistas and buffer residential uses. Overly rigid development patterns which saw large areas of land divided up into uniform lot sizes with no provisions for intervening larger

lot sizes or open space have been replaced by a more natural rural character conservation development pattern in rural lands. This Comprehensive Plan designation encourages land owners to create a variety of residential lot sizes ranging from one-half acre residential lots to 40-acre open spaces. Allowing for a variety of lot sizes without increasing existing densities allows farmsteads, woodlots and affordable housing options to coexist in the same general area, providing much more choice, affordability and variety than that which existed under uniform development patterns. The County's strategy for preserving rural character has focused on maintaining open spaces, retaining a diversity of lot sizes, allowing rural growth to occur on smaller lots without increasing current densities and concentrating rural commercial enterprises at existing locations along highways.

A clear boundary exists between rural and urban areas. Average density in the rural areas is less than one home per five acres. Rural character conservation designations have been established in the rural areas which has allowed rural character to be preserved far into the future rather than allowing it to gradually degrade as unplanned development took place, as was occurring prior to the adoption of the new comprehensive plan in 1995. Several pre-existing urban density developments are found within the rural area in the vicinity of the Bluffs Subdivision, on Place Road and at Lake Sutherland. Infill development within these suburban pockets is encouraged. Many critical areas, important agricultural lands and forest lands have been permanently protected through purchase of development rights, rural character conservation open space agreements and conservation easements. Forest resource lands, farms and important open space resource lands first identified in 1992 and 1993 remain in resource use.

Critical areas in the rural portion of the County are protected and environmental enhancement projects have restored many acres of wetlands and miles of streams to salmon runs. Both the Comprehensive Plan and its implementing ordinances recognize the need to allow natural systems to be the key determinant of planning and land use activity. Incentive-based programs and ordinances seek to link, protect and enhance natural systems through appropriate zoning, conservation easements, covenants or other innovative means. Structures, roads and utility systems are placed in such a way as to minimize the alteration of the landscape and to preserve the operation of the natural systems and wildlife corridors. Water is clean and abundant due to conservation efforts. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations and has enhanced present day property values and public safety.

(4) *Defining Rural Character.* The Growth Management Act defines rural lands by identifying them as the areas which are not urban growth areas and are not identified for long-term commercial production of agricultural, forest, and mineral resources. The intent of the Growth Management Act is that "rural lands" and what constitutes "rural character" are to be defined at the local level. Sprawling, estate type lots which are too small for productive woodlots or small-scale agricultural uses are to be discouraged in rural areas.

The Clallam County County-Wide Planning Policies provide guidance to the densities which are not rural in character. These policies identify a density of one unit per acre as urban/suburban, indicating that one acre per home densities without offsetting provision of open space would not be considered as "rural" in character. Several locally conducted visual preference surveys, questionnaires and comments at various public meetings indicate that many local residents think of rural lands as areas exhibiting low residential densities (one home per 10 acres or less) that provide a mixture of rural land uses. Local residents indicate that rural land uses include farms, woodlots, and natural open spaces which are clearly distinguished from urban/suburban areas that are characterized by uniform lot sizes, lack of open areas and higher densities. The County-Wide Planning Policies also

indicate that maximum densities should be set for areas outside of urban growth areas, provide that the County's Comprehensive Plan shall permit only those land uses that are compatible with the rural character of such lands and that the rural element provide for a variety of rural densities and development patterns, including the use of cluster housing concepts to encourage conservation of open space and resource lands. Lastly, the County-Wide Planning Policies suggest that rural areas abutting urban areas should provide for reduced densities or cluster development options in order to allow for future expansion of urban areas.

The region's current "rural character" is characterized by large open spaces and pockets of concentrated residential development along the Strait of Juan de Fuca. Residential communities are separated by a highly mixed rural development pattern of diverse lot sizes and land uses.

The draft vision statement for rural lands in the Port Angeles region establishes the 20-year vision for retaining rural character. Drawing from the vision statement, "rural character" is defined as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters at existing locations. Density is less than one home per five acres and uniform lot sizes developed over large areas are not encouraged. Rural character conservation designations would be established to ensure that rural lot sizes exceeding 10 acres in size will be interspersed throughout the rural area and that rural character could be maintained far into the future.

(5) *Rural Growth Issues and Current Trends.* Achieving the goals of this plan to maintain a high quality of life for those County residents that live in rural portions of the Port Angeles planning area will require positive changes to current County policies and regulations. Current policies, regulations and market structure encourage people to locate in rural areas while at the same time allowing development to occur at densities and in patterns which diminish the very rural character that caused people to move there in the first place. A simple study of parcel maps in the County documents the trend of recent development practices to divide the landscape into uniform residential lots at densities in between urban and rural densities leading to land use patterns that can only be defined as sprawl. Rural areas in Clallam County and this planning region are rapidly being divided into one-acre, 2.4-acre and five-acre lot sizes. Land use studies show that there are already 2,500 vacant parcels in these size ranges which could meet all of the land use demand for this type of lot over the next 20 years. These individual lots contain some private open area but make no provision for productive uses of the land for raising livestock, growing timber or just leaving some open areas for wildlife habitat.

Over the past 10 years, the unincorporated or rural areas of the Port Angeles planning area have experienced over 65 percent of the decade's growth, with the remainder of the growth occurring in the planning area's one incorporated place, the City of Port Angeles. It appears that many people moving to this County are looking for a rural lifestyle and do not see much advantage to choosing to live in urban areas. These rural growth trends do not satisfy growth management objectives of encouraging development in urban areas where adequate public facilities and services can be provided in an efficient manner. Without change, rural areas will continue to experience intense development pressures and a rapid decrease in rural quality of life. If sprawl is to be controlled, then urban growth at urban densities should be encouraged in urban areas and should not be encouraged in rural areas.

The City of Port Angeles is the only urban growth area within the Port Angeles planning area. The unincorporated portion of the urban growth area covers more than 3,000 acres. Moderate to high density development will be

encouraged within the urban growth area. The availability of high density and cost-efficient services within the urban growth area should make it more cost effective to develop within the urban growth area than outside of it. This "cost of development" advantage should help to reverse the trend toward rural development and ease the development pressure currently experienced in these areas. It should be noted that all of the planned population for the entire planning area could be accommodated within this urban growth area.

(6) *Defining Sprawl.* It has been maintained by land use researchers in Washington that, "A new rural sprawl is consuming large amounts of land, splitting wide open spaces into fragments that are useless for agriculture, wildlife habitat, or other rural open space purposes." Sprawl development has the following characteristics:

(a) Sprawl development lacks the density needed to provide efficient urban services but is too dense to be considered rural;

(b) Sprawl is the ever outward extension of commercial development along main highways or arterials, also known as "strip commercial development;"

(c) Sprawl blurs the distinction between urban and rural environments;

(d) Sprawl is a density of rural development which creates conflicts between agriculture, forest resource or mining operations and residential uses;

(e) Sprawl will occur from conventional zoning requiring uniform lot sizes of one home per one to five acres over large areas. Lots larger than 10 acres must be retained throughout the rural area to retain rural character.

(7) Why Keep Rural Areas Rural? There are many reasons for maintaining rural character in rural areas. Preservation of rural character has been a strong concern for residents of the Port Angeles watershed as evidenced by area-wide survey results. Economic reasons also provide a strong justification for retaining productive land uses. Some additional rationale are provided below:

(a) The designation of urban and rural areas allows efficient provision of public services and facilities when most growth is directed to compact urban centers. Studies have shown that the average annual cost to maintain services for developed land was thousands of dollars per acre more than maintaining services to productive forest lands, agricultural lands and open space.

(b) Rural areas have traditionally offered a retreat from the bustle of urban life and offer additional choices of living environments for residents.

(c) The presence of rural lands is attractive to residents and visitors. If rural character is diminished, new residents and visitors could choose to locate or spend their time and money in areas that have retained their scenic rural areas.

(d) Rural areas bordering cities provide for the logical, planned future expansion of urban areas.

(e) Rural areas adjacent to urban centers are susceptible to sprawl which can quickly overwhelm community character, County budgets and way of life.

(f) Urban and resource areas are dependent upon each other, but tend to be uneasy neighbors. Rural areas can buffer urban and resource or natural areas from each other, so that each area can function without interference from the other.

(g) Rural areas, although not designated for long-term commercially significant timber and agricultural resource use, are also appropriate areas for resource operations.

(h) Small-scale farms can thrive in rural areas near urban centers. Intensive farming can be workable on acreage as small as 10 to 20 acres.

(8) What Happens to Rural Character under Conventional Development? Further application of current development patterns allowed in rural areas will not result in retention of "rural character" or a high quality of rural living. The typical one-acre to five-acre lot in a conventional zoning district will seem "rural" only so long as it borders pasture lands or woodlots of neighboring properties. However this is "borrowed" open space, temporary in nature. When those abutting properties are also developed for home sites, the surroundings will be suburban in character and the feeling of "living in the County" will be lost. After viewing fully developed areas of one-acre, 2.4-acre and even five-acre zoning, Clallam County residents participating in visual preference surveys indicated that these areas did not look rural. The majority of land in these suburban density subdivisions will be devoted to large yards and a high percentage of the area utilized merely to provide road access to each lot. Similarly, allowing intensive urban type developments such as Sunland or Diamond Point does not retain rural character as revealed in the fact that both developments have now been designated as urban growth areas where a full suite of urban level services must be provided. The large urban growth areas adopted by Clallam County provide ample vacant land for future urban type developments.

(9) *Rural Character Conservation.* With these facts in mind, the plan for the Port Angeles region calls for widespread utilization of a rural character conserving development pattern. The purpose of the rural character conservation approach is to increase the variety of lot sizes available in rural areas and to permit a reasonable amount of residential development while retaining the large lots, open spaces, sensitive natural areas, and rural community character that would be lost under conventional development at these same densities. Under the rural character conservation approach, residential lot sizes could be reduced to as small as one-half acre with the typical lot size in the one-acre size range. By reducing the area required for most of the rural home sites to that which is actually needed for residential use, the remaining acreage normally contained in individual lots would be utilized to create a large remainder residential lot within each development which will range in size from eight acres to more than 100 acres depending on the size of the development proposal. Retention of larger residential lots in rural areas works to conserve the rural character of rural areas. The large remainder lot can provide for open spaces between residences, reduces the perceived density of development, provides privacy and neighborhood identity and retains natural features, woodlots and pasture land. This open space can be owned in several ways. It could be owned as one large residential lot by the property owner or it could be owned and managed by a homeowners' association. Since all the development rights will have been utilized, it will not be further subdivided but will remain in productive rural residential use as a large lot contributing to the rural character of the area. Should the property owner decide that the rural character conservation approach will not work for him, he may still divide the property down to a rural lot size of 10 acres or larger. The rural character conservation development approach allows for lot size flexibility in developments larger than 19 acres by utilizing

a sliding scale to determine the size of the remainder residential or open space lot. Lots between 19.1 and 60 acres in size would allow development of up to 30 percent of the site in small lots with 70 percent in the large remainder lot. Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots with 60 percent in the large remainder lot. Lots larger than 100 acres would allow development of up to 45 percent of the site with 55 percent in the large remainder lot or open space.

Design guidelines in a rural character conservation development would ensure that most properties fronted on open space for enjoyment of rural vistas and that individual housing clusters were limited in size to avoid the appearance of an urban housing development. Housing would be encouraged to locate in or near the timbered portion of the property and away from existing residences to reduce its visual impact on adjacent properties and the exterior roads. The rural character conservation approach ensures that large lot sizes (10 acres or greater) and open spaces vital to the retention of rural character will be retained in rural areas. It allows most rural property owners to use their current development rights. Smaller lots still under one ownership or joint ownership could be recombined to ensure that this option is available to many property owners. Existing lots or ownerships smaller than 11 acres in size (contiguous ownership at the time of interim zoning adoption will be utilized to determine the 11-acre threshold) located within a rural character conservation designation will be allowed to subdivide to the underlying density of the zoning district in a large lot/small lot pattern.

The rural character conservation approach has many positive features. Since the amount of land utilized in residential home sites is reduced to the actual amount needed for residential use, a significant percentage of each development could remain in open space tax classification and uses. This feature limits the tax penalties incurred by the developing property owner while allowing him the possibility of producing the same income from his property if he does a well designed development. Case studies of existing open space developments in the Port Angeles area support the claim that buyers will pay as much or more for a lot in a well designed open space development as they will for a five-acre lot. This development approach would minimize public expenses involved in maintaining roads since less roads would be needed to service compact, open space developments. Woodlots and farms retained under this approach would not only provide for productive use of the land and enjoyment for the residents of the developments but could be utilized in combination to protect critical areas, connect wildlife corridors, provide space for livestock keeping, and otherwise minimize the impacts of development on the natural systems in the watershed. Problems with cluster ordinances would be avoided by providing only minor increases in density for utilizing this approach and through careful application of design guidelines to ensure the maintenance of rural character within such development areas.

(10) *Flexible Zoning.* A second approach will also be utilized in rural areas outside of areas designated for rural character conservation to allow for an increased diversity of rural lot sizes. Flexible zoning would allow the transfer of density within the ownership boundaries subject to a proposed land division, with no new lot being created less than one acre in area, and total number of lots determined based on the underlying zoning density. For example, a 20-acre parcel is designated as rural low (one home per 4.8 acres). This allows the owner four dwelling units. The owner decides to divide the property into two 2.5-acre lots, one five-acre lot, and one 10-acre lot. This flexible zoning technique may achieve some affordable housing goals and preserve the rural character by having a variety of housing lot sizes scattered throughout rural areas. While this approach encourages creativity, it does not ensure that the property owner retain any larger, rural sized lots which would retain rural character. The property owner is still free to develop a gridlike pattern of development which will not retain rural character at densities greater

than one home per 10 acres. For this reason, this particular technique will not be utilized in rural character conservation designations where current large land ownership patterns allow for rural character to be fully retained.

(11) *Urban Density Development Allowed in Rural Areas by the GMA.* The Growth Management Act does provide for limited urban density growth outside urban growth areas in master planned resorts. Master planned resorts (240 acres minimum acreage) are self-contained and fully integrated planned unit developments, in a setting of significant natural amenities, with a primary focus on destination resort facilities with developed on-site indoor and outdoor recreation facilities. The County can develop policies to guide the development of these type of facilities.

(12) *Controlling Sprawl by Limiting Nonresidential Uses in Rural Areas.* There are three types of nonresidential uses found in the rural areas which need to be carefully controlled in order to preserve rural character. Shadow Mountain Store and RV at Lake Sutherland, Laird's Corner and Granny's on US 101 are examples of tourist or neighborhood commercial developments. While this type of development provides needed services to tourists and rural residents alike, it should be maintained within a set size limit or length along the highway and should occur no closer than at three-mile intervals to promote compact rural commercial service centers.

The Growth Management Act would indicate that some of the commercial and industrial uses found just east of the O'Brien Road intersection and west of Dry Creek Road have exceeded those which should be found in rural area. This second type of commercial and industrial development should be limited to these locations and further growth outside of a defined area at these locations should not be permitted. The visual impact of these uses should be reduced through the use of high quality landscaping and design guidelines.

Lastly, several industrially zoned but unutilized/utilized log yards are found outside the urban growth area. The Corey and Sons site east of Dry Creek Road is recommended for change to a rural neighborhood commercial designation in this plan to allow for appropriate use on the site while limiting further water pollution to Dry Creek which had been common under its prior use. Remote industrial sites west of the Elwha River have been recommended for designation as commercial forestry or rural land uses depending on surrounding land uses.

(13) *Controlling Sprawl by Limiting Public Services Provided in Rural Areas.* Public facilities and services to be provided in rural areas must be defined. Many rural areas in the Port Angeles planning area are within the service area of a public water system. Where densities greater than one home per 20 acres have been applied in the past, the only workable approach to retaining rural character at these densities is to encourage development which combines smaller residential lots with permanently retained larger rural lot sizes. Where this rural character conserving pattern is encouraged, public water systems are needed to serve compact development. Without public water, lot sizes should be five acres or larger to allow development of individual wells which do not adversely impact aquifers. Rural densities should not require extension of sewer. While police, fire and transportation systems will be provided in rural areas, expected levels of service will be much less than that found in UGAs.

(14) *Implementing the 20-Year Rural Vision.* Realizing the 20-year vision for the rural lands of the Port Angeles planning region will require development of rural goals, policies, and implementing actions that both encourage and ensure preservation of rural character. The types of housing developments considered appropriate for the

rural areas varies within the Port Angeles planning area. Some areas have developed at one home per 2.4- to five-acre densities and designations which recognize these densities have been used in these areas. Larger lots characterize the Olympic foothills and the areas more than one-third mile from County roads. Many of these areas have been included in the rural character conservation designation which recognizes their pre-existing densities but ensures retention of rural character.

The proposed rural land use categories offer a range of rural residential densities (from one dwelling per 4.8 acres to one dwelling per 20 acres), some of which are subject to optional innovative zoning techniques. A number of LAMIRDs are designated according to the provisions of CCC 31.02.263.

31.04.225 Rural and resource land use designations, purpose and designation criteria.

The land use designations for rural and resource lands are listed and described in the charts on the following pages. The location and extent of the various rural and resource land designations within the Port Angeles Planning Region are shown on the adopted Comprehensive Plan Land Use Map, as amended, that is part of this chapter and title. The rural, rural neighborhood commercial, and rural limited commercial classifications are designated as limited areas of more intensive rural development, or LAMIRDs, pursuant to CCC 31.02.263 of this title. The designations are followed with a discussion of issues that need to be addressed to meet the 20-year vision. These charts should be utilized by the Planning Commission and Board of County Commissioners, in combination with appropriate goals and policies, to evaluate proposed changes to the Comprehensive Plan and implementing ordinances. The land use designations mapped in this plan are tied to actual parcel lines and recognizable physical features. Proposals for changes in zoning which are not consistent with the mapped land use designations in this plan will require changes to the comprehensive plan.

Land Use Classification	Minimum Lot Size	Maximum Densities and Allowed Land Use
Commercial Forest	80 acres	One dwelling per 80 acres
Commercial Forest/ Residential Mixed Use (20)	1/2 acre	One dwelling per 80 acres without clustering homes, or one dwelling per 20 acres when clustering homes
Commercial Forest/ Residential Mixed Use (5)	1/2 acre	One dwelling per 80 acres without clustering homes, or one dwelling per 5 acres when clustering homes
Rural	1 acre	One unit per acre as infill within existing subdivisions; zone cannot be expanded in size
Rural-Low	1 acre	One dwelling per 4.8 acres

Land Use Classification	Minimum Lot Size	Maximum Densities and Allowed Land Use
Rural Neighborhood Conservation	NC	One dwelling per 5 acres subject to optional innovative zoning techniques triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique) with densities up to one dwelling per 2.4 acres
Rural Character Conservation	1/2 acre	One dwelling unit per 10 acres without clustering; or densities of either one dwelling per 4.8 acres, or one dwelling per 2.4 acres, if large lots are retained
Rural Very Low	2.4 acres	One dwelling per 20 acres
Rural Neighborhood Commercial	None	One dwelling per 1/2 acre. Allows limited commercial services serving neighborhood needs, where uses of such type, scale, size, or intensity already existed as of July 1, 1990
Rural Limited Commercial	None	Allows established commercial and industrial uses to continue where uses of such type, scale, size, or intensity already existed as of July 1, 1990
Public	None	Caretaker dwelling allowed
Open Space Overlay	None	Identifies areas where development rights can be transferred to protect critical areas
UGA		See Port Angeles UGA Section

Rural Land Use Designations

Land Use Designation	Residential Densities/ Acres in Designation/ Build-Out Populations	Quality of Life to Be Expected and Allowed Uses
Rural Low (RL)	1 dwelling/5 acres 5,347 acres in designation 2,460 people at build-out	Many features of rural character such as low density, animal keeping, low traffic volumes, outdoor recreation, wildlife habitat, and clean water are preserved at this density. When allowed to develop over large areas, the appearance can resemble that of a large lot subdivision.

Rural Land Use Designations

Land Use Designation	Residential Densities/ Acres in Designation/ Build-Out Populations	Quality of Life to Be Expected and Allowed Uses
Rural Neighborhood Conservation (NC)	One dwelling per 5 acres subject to optional innovative zoning techniques triggered by either specific neighborhood circumstances (overlay technique) or specific parcel criteria (cluster technique) with densities up to one dwelling per 2.4 acres	Many features of rural character such as low density, animal keeping, low traffic volumes, outdoor recreation, wildlife habitat, and clean water are preserved at this density. Allows for greater density either (a) where the neighborhood character is already established at that density, or (b) where clustering of home sites retains at least 70 percent of the property in rural open space. Affordability will increase with the infill of areas with an established neighborhood character. Rural quality of life will be maintained with developments that retain at least 70 percent in open space, reducing impacts on sensitive areas and retaining woodlots and agricultural land.
Rural Character Conservation (RCC3 and RCC5)	1 dwelling/10 acres without utilizing an open space development pattern A 2.4 or 5-acre density allowed when homesites are configured to provide a mix of small residential lots intermixed with 10 acre+ woodlots, pasture or large residential lots 16,331 acres in designation. 3,756 - 12,250 people	Allows for a mixture of moderate sized lots (as small as 1/2 acre) mixed with permanently protected large lots (10 acres and larger) to allow rural character and uses to be retained even when fully developed. Affordability will increase with the availability of smaller lots but rural quality of life will be maintained with some lots remaining in larger lot sizes. Productive use of the land for woodlots and pasture land is maintained and critical areas can be avoided by reducing homesites to the actual size needed for residential use.
Rural Very Low (RVL)	1 dwelling per 20 acres 1,169 acres in designation 134 people at build-out	Rural density which allows retention of all rural characteristics such as animal keeping, agriculture, forestry, and open spaces. Serves as a buffer providing separation of commercial forestry and higher density rural development.
Rural	1 dwelling per 1 acre, limited to a defined, non-expandable area	Urban density development allowed in rural areas largely where pre-existing subdivisions have established this density.

Rural Land Use Designations

Land Use Designation	Residential Densities/ Acres in Designation/ Build-Out Populations	Quality of Life to Be Expected and Allowed Uses
	802 acres 1,845 - 2,500 people at build-out	
Rural Neighborhood Commercial (RNC)	Maximum allowed density is 1 dwelling per acre	Tourist commercial uses, local convenience stores, small-scale local service providers, and RV and manufactured home parks blended into the rural environment with landscaping, where uses of such type, scale, size, or intensity already existed as of July 1, 1990.
Rural Limited Commercial	None	Commercial and light industrial land use, where uses of such type, scale, size, or intensity already existed as of July 1, 1990, limited to defined, non-expandable area.
Public Land (P)	None	Parks, schools, and other public facility locations.
Total population which can be accommodated in rural areas at build-out densities	12,929 - 22,078 people at build-out in rural areas 5,052 people in PA region rural areas in 1990 Census	Proposed designations would allow for rural growth of 7,877 to 17,026 people. This growth is in the range of 2 to 4 times a high estimate of projected population growth for the region.

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
Rural Low Density	The purpose of this land use designation is to provide for low density rural areas with lots that are large enough for many types of rural land uses. Rural low density provides a buffer between high density rural areas and areas with lower densities.	Land is capable of supporting low density rural type development with a few natural constraints. Land should be level to slightly sloping (0 to 15 percent slopes), have well drained to poorly drained soils capable of supporting individual septic systems; may have a moderate component of wetlands. Appropriate areas are relatively free of flood, landslide, seismic or erosion hazards.	The area has moderate resource management potential with dispersed hobby farms, woodlots and larger agricultural use lands present. These low density areas could be placed adjacent to resource lands since their impact would be less than more intensive development. Current parcel sizes are between 5 acres and 11 acres in size.	This area is too far from the urban area to enable cost-effective provision of urban services. Uses do not require the extension of urban services. The area may be served by community water systems if local water is not of good quality. Rural type County road standards would apply.	This area has a mix of very large lot residential development, scattered residences and small hobby farms or woodlots. The area may be used as a transition between lower intensity rural uses and lands with good potential for resource uses. This designation is appropriate on lands with small-scale agricultural uses (animal raising, truck farming, etc.). This designation may be used along rural arterials to provide sufficient setbacks/ buffers for residential uses.
Rural Neighborhood Conservation	The purpose of this land use designation is to provide for low density rural areas	These areas are relatively level (0 to 10 percent slopes), have well drained to moderately well	Rural quality of life will be maintained by the low base density, as well as by the	These areas are generally located near major transportation	This area has a variety of development patterns, including many neighborhoods already characterized by (a)

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	with lots that are large enough for many types of rural land uses with optional innovative zoning techniques that are triggered either by the size of the parcel (cluster technique) or by the varying character of the many existing neighborhoods found within this zoning district (overlay technique).	drained soils capable of supporting individual septic systems, have only a minor component of wetlands and are relatively free of flood, landslide, seismic or erosion hazards.	optional cluster technique that retains at least 70 percent in open space, with development subject to cluster design objectives and standards designed to reduce impacts on sensitive areas and retain woodlots and agricultural land, and other rural open space infill at a density consistent with the substantial residential development already existing in the neighborhood will not result in the inappropriate conversion of large tracts of undeveloped lands and will be consistent with the visual compatibility of rural development	corridors. Uses do not require the extension of urban services. Infrastructure and services to support infill will already exist in neighborhoods that are already substantially developed. Development under the optional innovative zoning techniques must be served by community water systems and County road standards will apply.	substantial development and the existence of ample services and facilities that would support infill at existing densities, and (b) neighborhoods with larger lots that would be suitable for a pattern of development that would retain at least 70 percent in open space.

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
			with the surrounding rural area.		
Rural Character Conservation	The purpose of this land use designation is to provide for a diversity of rural lot sizes, which includes large lots where productive rural land uses will continue to thrive, and smaller residential-sized lots for homesites. Rural character conservation provides a buffer between high density rural areas and areas with lower densities.	Land is capable of supporting low density rural type development with some natural constraints. Development sites should be level to sloping (0 to 20 percent slopes), while larger lots retained may be quite steep, have well drained to poorly drained soils capable of supporting individual septic systems, a high component of wetlands and floodplains, landslide, seismic or erosion hazards.	The area has good resource management potential with dispersed hobby farms, woodlots and larger agricultural use lands present. These low density areas could be placed adjacent to resource lands since their impact would be less than more intensive development. Predominant parcel sizes are greater than 11 acres in size with rural land uses of woodlot or pasture land, and critical areas.	Uses do not require the extension of urban services. The area can be served by community water systems. Rural type County road standards would apply.	Area is a mix of scattered residences, hobby farms, woodlots and larger parcels still used for agricultural or forest production. The area may be used as a transition between lower intensity rural uses and lands with good potential for resource uses. This designation is often utilized where critical areas are present, in order to allow a pattern of development which could provide a greater measure of protection to these lands.
Rural Very Low	The purpose of this land use designation	The land should be capable of supporting	The area has good resource	This area is too far from the	This area has a mix of scattered residences, hobby

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	is to provide for very low density rural areas with lots that are large enough for a mixture of rural and resource land uses. Rural low density allows for residential development at a density which is usually compatible with areas with natural limitations such as wetlands or ground with moderate erosion potential.	low density rural type development with moderate natural constraints. Land should be level to sloping (0 to 25 percent slopes), have well drained to poorly drained soils capable of supporting individual septic systems, may have a high component of wetlands and floodplains, has a moderate erosion potential but should be relatively free of landslide hazards.	management potential with dispersed hobby farms, woodlots and larger agricultural or forest land uses present. These very low density areas could be placed adjacent to resource lands since their impact would be less than more intensive development. Lot size is greater than 19 acres, predominantly pasture land and some woodlots.	urban area to enable cost-effective provision of urban services. Uses do not require the extension of urban services. The area will not be served by community water systems. Rural type County road standards would apply.	farms, woodlots and larger parcels still used for agricultural or forest production. The area may be used as a transition between lower intensity rural uses and lands with good potential for resource uses.
Rural	This land use designation recognizes that some rural areas have developed at urban densities prior to implementation of Clallam County's first zoning ordinance in	The land should be capable of supporting urban type densities. Natural constraints should be few. Land should be level (0 to 10 percent slopes) with soils capable of supporting	The area does not support resource land uses due to the density of development. Predominant lot size is less than one acre and this designation is usually found only	This area is too far from the urban area to enable cost effective provision of urban services. Density of development in	The area is characterized by high density, urban type development located in a rural setting that predates 1990, and qualifies for LAMIRD designation.

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	1982 and allows infill development at these densities to continue. Expansion of this zone is not permitted.	community septic systems.	where subdivisions predate zoning.	these areas creates a demand for urban services. The area will be served by community water and paved County roads.	
Rural Neighborhood Commercial	This land use designation provides for limited commercial services which meet the convenience needs of local residents in rural areas. The designation is limited to those areas already well developed at plan adoption. A high degree of compatibility with rural areas is achieved through the use of small buildings, small overall area	Since a large percentage of each lot will be covered with structures or paved parking, the land should be capable of supporting intensive development with no natural constraints. Land should be flat (0 to 5 percent slopes), have well drained soils capable of supporting community septic systems, be free of wetlands and flood, landslide, seismic or erosion hazards.	The area has minimal natural resource potential. Development will not impact resource lands. This designation will be found only where existing commercial uses are located along Highway 101. Land use policies recommend a minimum distance of 3 miles between RNC designations as well as limiting their spread along highway	Urban services are not available. Arterials should pass through or abut this designation. Highway landscaping should be required to blend in with the rural character of the area.	Area should tend to limited commercial uses including restaurants, small-scale convenience grocery stores, gas stations, gift shops and small-scale public uses, and qualifies for LAMIRD designation, with infill development to be similar to the use, scale, size, or intensity as the uses that existed as of July 1, 1990. Screened and well designed mobile home parks or RV parks may be permitted in the portion of the rural commercial areas not directly fronting on the highway. This type of land use designation

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	devoted to commercial use, and design and layout which screens residential areas from objectionable features.		frontage, to prevent the appearance of strip commercial development in rural areas.		should not cover more than 20 acres in any one rural neighborhood commercial location as growth of this type of commercial activity should be directed to urban growth areas.
Rural Limited Commercial	The designation allows for continued use of areas which have already developed in limited commercial and light industrial uses. The boundaries of such areas will be strictly defined at the time of plan adoption and will not expand. Within these boundaries current uses may continue to operate as permitted uses and may intensify. Vegetative screening, berming and restrictions on light,	Since a large percentage of each lot will be covered with structures or paved parking, the land should be capable of supporting intensive development with no natural constraints. Land should be flat (0 to 5 percent slopes), have well drained soils capable of supporting community septic systems, be free of wetlands and flood, landslide, seismic or erosion hazards.	The area has minimal natural resource potential. Development will not impact resource lands. This designation recognizes that some industrial and commercial uses were well established outside the UGAs prior to growth management planning. These uses are allowed to continue at present locations but the area will not be expanded in size.	Urban services are not available. Arterials should pass through or abut this designation. The transportation network should be able to handle high traffic flows.	The commercial/industrial areas established just east of the Morse Creek Canyon at the US 101-O'Brien intersection and just west of Dry Creek Road at US 101 are the only LAMIRD sites within the regional planning area which meet the criteria for this zoning designation. Current uses include a cinema, shooting range, car race track, car parts and repair, building fabrication, storage, plumbing supply and wood product manufacture. New commercial or industrial uses should be similar to the use, scale, size, or intensity as the uses that existed as of July 1, 1990, and

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	noise and outside activities will be used when new uses are established or existing uses intensify their activities. Adjacent rural densities should be low to allow buffering for residential uses.				tend to be light traffic generators such as wood manufacturing plants, storage facilities, and enclosed light manufacturing facilities. Heavy traffic generators such as restaurants, motels, gas stations, large employment centers or retail outlets shouldn't be directed to the UGA.
Public Land	The purpose of this land use designation is to provide locations for existing and future sites for school facilities, public offices, cemeteries, rights-of-way, and easements.	The land should be capable of supporting public land uses which in many cases would include large buildings and parking lots.	The area has limited resource management potential and will not impact adjacent resource lands. This designation is found where public agencies own land and will use it for public purpose.	Public buildings should generally be located in urban areas with urban services available within the planning time frame.	This area has a mix of existing public uses or is vacant ground.
Commercial Forestry	The purpose of this land use designation is to provide for large contiguous areas where efficient forest	The land should be capable of supporting forest operations. Land should be level to steep, have well drained to	The area has excellent resource management potential with large tracts of forest	Uses do not require the extension of urban services. The area will not	This area is usually forested and being managed for forest production. Some smaller hobby farms and woodlots are found within commercial

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	operation can be conducted in support of Clallam County's forest industry. The designation protects large forestland holdings from encroachment of uses which would threaten efficient forest management practices.	poorly drained soils, may have a high component of wetlands and floodplains, have a moderate to high erosion potential and may include landslide hazard areas. Contiguous forested ownerships larger than 80 acres are mapped in this designation with smaller surrounded parcels included.	ownership. Much of the County's employment base depends on the retention of these commercial forestlands. Contiguous parcel size under one owner is usually greater than 79 acres in size and associated with larger blocks of timberland.	be served by community water systems. Few roads serve this area although State highways pass through it. Access to private parcels should be largely by private gravel roads.	forest areas but are usually surrounded on at least 2 sides by commercial forest operations. Due to the small size of these rural inclusions and the predominant surrounding uses, designation of these uses as other than commercial forestry would be spot zoning.
Commercial Forest/ Residential Mixed Use	The purpose of this land use designation is to provide a mix of commercial forest operations and residential land uses. Mixed use areas allow for continued forest operation on smaller private ownerships combined with some residential development. The	The land should be capable of supporting forest operations. Land should be level to slightly sloping in the development portion of the property (0 to 15 percent slopes) but may be steep in the forest reserve area, have well drained soils in the developable area to poorly drained soils in	The area has excellent resource management potential. Parcel sizes will range between 5 to 40 acres in size but will generally be 19 acres or larger in size or in contiguous ownerships of this size. Commercial forest use is prevalent in area as indicated	This area is too far from the urban area to enable cost effective provision of urban services. Uses do not require the extension of urban services. The cluster housing area	This area is usually forested and being managed for forest production. Some smaller hobby farms and woodlots are found within commercial forest areas.

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	designation allows for a buffer area to be established between intensive forest operations and rural land uses through the use of low base densities or an option to provide a combination of a large forest reserve and clustered housing.	the forestry reserve, may have a high component of wetlands and floodplains in forested areas, have a low erosion potential in the developable area and a moderate to high erosion potential in the forest reserve area, and may include landslide hazard areas in the forest reserve.	by land use and tax status. This designation is especially appropriate for smaller private landowners with less than 700 acres of total ownership as they usually require the ability to sell some residential lots to supplement forestry incomes.	may be served by community water systems. Few roads serve this area although State highways pass through it. Access to private parcels should be largely by private gravel roads.	
Open Space Overlay	The purpose of this land use designation is to identify open space features which are un-buildable due to natural constraints such as wetlands, steep slopes, extreme landslide hazard and extreme erosion hazard which should be preserved to protect habitat or some other desired	The land should be unbuildable due to natural constraints such as wetlands, steep slopes, extreme landslide hazard and extreme erosion hazard. Slopes will range from level (wetlands) to steep (40 percent), have well drained to poorly drained soils, and may have a substantial component of wetlands,	The area has resource management potential and may have high value for wildlife habitat, scenic value or watershed protection. Parcel sizes are variable and the area within this designation is best defined by critical area maps and critical wildlife corridor maps.	Open space lands should be located within and between urban growth areas. The steep landslide-prone ravines in the Port Angeles planning area are one example of open space lands. Access points to open	This area is generally vacant ground due to its natural constraints on building.

Land Use Designation	Purpose of the Designation	Land Capability/ Natural Limitations	Natural Resources/ Land Character-Lot Size	Public Services	Existing Land Uses
	quality. The Growth Management Act requires such lands to be located within and between urban growth areas and suggests that they be used for recreation, wildlife habitat, trails and connection of critical areas. Designation as open space does not necessarily imply public ownership or the right to public use.	floodplains, seismic and landslide hazards.		space lands are needed but few other public services are needed.	

31.04.230 Rural land – Policies.

(1) *Issue 1, Retaining Rural Character in Rural Areas over the Long Term.* Problems of rural sprawl commonly associated with portions of eastern Clallam County and other localities in the State are now becoming evident in the Port Angeles planning region. The potential for rural type sprawl exists in the Port Angeles planning region because current rural designations allow rural residential densities of one acre, 2.4 acres, and five acres over large contiguous areas. These allowable densities are the same as rural lands in other parts of Washington where rural type sprawl has caused severe problems. The typical land use pattern resulting in areas developing under these allowable densities more closely resembles a series of large lot subdivisions characterized by uniform lot sizes, large lawns, and limited rural uses, rather than the former mixture of large and small lot sizes, woodlots, pastures and other rural type land uses.

One-acre densities are not rural in character when spread over large areas as this density of development leads to demand for urban levels of service in terms of schools, roads, and emergency services and does not support efficient provision of urban services. While 2.4- and five-acre densities can appear rural in nature when mixed with larger open spaces and rural lot sizes, the repetition of 2.4- and five-acre lots in a gridlike pattern over large areas does not promote retention of rural character. Further development of this type over large areas will only diminish rural character over time, increase the costs for rural service provision and inhibit the function of natural systems as development occurs in this artificial pattern across streams, wetlands, landslide hazard areas, and erosion hazard areas.

(2) *Goals and Policies to Retain Rural Character.*

(a) *Policy 1.* Rural areas should provide for a balance between human uses and the natural environment while permanently retaining the features of "rural character" such as clean water, clean air, open spaces, agriculture, forestry, low residential densities, wildlife habitats, quiet, rural lifestyles, outdoor recreation, historic properties and landscapes, and low traffic volumes which attract people to rural environments.

(b) *Policy 2.* Rural character is best preserved through utilization of low density residential development with lot sizes of 10 acres or larger. Areas with natural limitations and areas designated at 20-acre densities in the 1982 comprehensive plan will be retained in large lot sizes to provide rural diversity, to encourage the continuation of rural land uses that generally require acreage larger than 10 acres and to protect critical areas.

(i) Lands bordering areas designated as commercial forestry were re-evaluated in this Plan to see if they met the criteria for designation as forest land of long-term commercial significance or if they fit into a rural classification. If they met commercial forest criteria they were classified in the most appropriate designation of forest land of long-term commercial significance. When rural designations were found to be appropriate, areas were redesignated in a rural category that reflected their current density or those of the surrounding area (i.e., areas zoned at 20-acre densities which are not currently managed as commercial forestland were redesignated for rural very low density (one unit per 20 acres) to provide buffers between commercial forest lands and higher density rural development and to provide diversity

of lot sizes in rural areas which promotes their use for woodlots as well as the retention of rural character.).

(ii) Rural areas remote from County roads or with natural limitations (i.e., erosion hazard, landslide hazard, wetlands, streams) or those rural lands that could be used to buffer commercial forest lands should be retained at one home per 20 acres rural densities to protect critical areas and foster diversity of parcel sizes in the rural areas.

(c) *Policy 3.* In many rural areas where densities greater than one home per 10 acres have been utilized in previous plans, a rural character conservation designation will be utilized to provide a pattern of development which preserves a majority of these rural lands in the larger lot sizes which contribute to rural character, maintenance of rural quality of life, keeps rural lands in productive agricultural or forest uses and allows current densities to be utilized.

(i) Rural character conservation designations and implementing zoning will conserve rural character and rural quality of life by allowing development flexibility in creating either large rural lot sizes (usually larger than 10 acres); or alternatively, a combination of smaller residential lot sizes intermixed with a large remainder residential lot or open space which will not be further subdivided. The large remainder residential lot or open space could be utilized for the mutual benefit of the adjacent property owners as part of their amenity package, could be utilized as a woodlot or for agriculture by the original owner, or could be sold to others who would utilize it for similar purposes. The large remainder residential lot or open space will not be further subdivided as its development rights have been utilized in adjacent small lot development and such restriction shall be permanently recorded on the plat maps at time of subdivision. A density bonus of one unit per 40 acres would encourage the use of this option on larger lots. Lands designated as rural character conservation should be located outside of lands designated as commercial forestry or rural very low and will generally be located in areas with a preponderance of lot sizes or contiguous ownerships larger than 10 acres. Some lots smaller than 10 acres may be found within rural character conservation designations.

(ii) Design guidelines for development in rural character conservation designations will be developed to ensure that the development has a rural appearance and to reduce the visual impact on adjacent properties. These guidelines should include, but are not limited to, encouraging residential access to permanently retained rural open spaces, minimizing large housing clusters to avoid the appearance of a urban housing development, minimizing the amount of access roads, and land management plans for open spaces.

(iii) The rural character conservation designation will allow development at densities of one home per 4.8 acres (RCC5) or one home per 2.4 acres (RCC3) if the provisions of subsections (2)(c)(iv) and (2)(c)(vi) of this section are met. These densities usually recognize densities that were available in the 1982 Comprehensive Plan except in the case of areas with one-acre densities which will see a reduction in density available for use on site to one home per 2.4 acres. Such areas may be allocated development rights for any losses in density. These density rights can be transferred for use within identified portions of the urban growth area. Other rural character conservation designations which show a reduction in

density from the 1982 plan are based on desire of area residents for lesser densities, topography, high percentages of critical areas, stream headwater locations, and lack of water availability in some areas.

(iv) The rural character conservation designation and its implementing zoning districts essentially describe a type of planned unit development (PUD) that retains rural character through retention of large rural lot sizes (typically larger than 10 acres). Lot size flexibility is built into the rural character conservation development concept through the use of a sliding scale which determines the percentage of the development which can be developed in smaller residential lot sizes and the percentage of the site which must remain in an undivided rural lot size or open space as follows:

- Lots between 11 acres and 19 acres in size will utilize all but one of the density credits available to the site in smaller residential lot sizes (maximum size of one acre) with the one remainder housing credit utilized by the larger remainder lot.

- Lots between 19.1 and 60 acres in size would allow development of up to 30 percent of the site in small lots, with 70 percent of the site in the large remainder lot.

- Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots, with 60 percent in the large remainder lot.

- Lots larger than 100 acres would allow development of up to 45 percent of the site, with 55 percent of the site in the large remainder lot or open space.

(v) The rural character conservation designation and implementing zoning district should allow creation of residential lots 10 acres or larger if the option in subsection (2)(c)(iv) of this section is not utilized or desired. Lots 10 acres or larger should only be able to further subdivide if all the newly created lots will be 10 acres or larger or meet the lot size provisions outlined in subsection (2)(c)(iv) of this section.

(vi) Lots between 9.6 acres and 11 acres in size (contiguous ownership at the time of adoption of the interim zoning ordinance will be utilized to determine the 11-acre threshold) located within rural character conservation designation should be allowed to subdivide to the underlying density of the zoning district (i.e., one unit per five acres in RCC5 or one unit per 2.4 acres in RCC3) in a large lot/small lot pattern (maximum size of small lot residential parcel is 1.5 acres).

(d) *Policy 4.* In rural areas characterized by a variety of development patterns, a rural neighborhood conservation designation will be utilized to provide for low density rural areas with lots that are large enough for many types of rural land uses with optional innovative zoning techniques that are triggered either by the size of the parcel or by the varying character of the many existing neighborhoods found within this zoning district.

(i) Rural quality of life will be maintained by the low base density, as well as by the optional cluster technique that retains at least 70 percent in open space, with development subject to cluster design objectives and standards designed to reduce impacts on sensitive areas and retain woodlots, agricultural land, and other rural open space.

(ii) Infill at a density consistent with the substantial residential development already existing in certain neighborhoods will not result in the inappropriate conversion of large tracts of undeveloped lands and will be consistent with the visual compatibility of rural development with the surrounding rural area. For the purpose of this provision, a "neighborhood" is the area that extends 500 feet beyond the subject parcel's boundaries, and "substantially developed" means that at least 70 percent of all parcels within that neighborhood contain residential development at the time of the permit application. Substantially developed neighborhoods will already contain mature infrastructure and services.

(iii) Public water systems and county road standards will apply to developments under either of the optional overlay or the cluster innovative zoning techniques.

(e) *Policy 5.* In all rural residential designations except rural neighborhood conservation and rural character conservation, a maximum residential density should be set for each Comprehensive Plan designation and should be utilized in place of minimum lot size to control densities in order to create greater diversity of lot sizes in rural areas which contributes to retention of rural character.

(i) When land is subdivided, property deeds and plat maps should be recorded showing the number of development rights which have been utilized and the number which remain for each parcel created.

(ii) The presence of small lots in a rural area created utilizing a maximum density system should not be used as a justification for increased densities.

(f) *Policy 6.* Current densities allowed in the Port Angeles planning region would meet the growth needs of the region far beyond those identified for the next 20-year planning period. Rural densities should not be increased above current rural density levels during this planning time frame ~~(1995 – 2014)~~ in order to preserve rural character and to limit demand for public services and facilities in rural areas. The conversion of rural areas into higher density rural designations or zoning districts will be discouraged.

(i) Continued development at densities of one home per acre or less without offsetting provision of open space is not a preferred rural development pattern and will be discouraged. Areas currently zoned for one acre lots which have not developed at these densities over large areas should utilize a rural character conservation development approach to allow rural character to be preserved through open space retention. One acre lot sizes will be allowed in the rural area in subdivisions currently developed at this density and in areas where these lot sizes are already existent to the extent that they qualify for and have been designated as LAMIRDs. Existing, legal, nonconforming lots will be buildable.

(ii) Continued development at densities of 2.4 and five acres per home without offsetting provision of open space is not a preferred rural development pattern and will be discouraged in the Port Angeles planning region. Areas currently zoned for 2.4- and five-acre lots which have not extensively developed at this density should utilize a rural neighborhood conservation or rural character conservation development approach to allow rural character to be preserved through retention of permanently protected pasture land and woodlots. Development densities of 2.4 and five acres per home will be allowed in rural areas where occupied lots in these lot sizes are already existent over large areas (greater than 50 acres). Existing, legal, nonconforming lots will be buildable under any change in zoning.

(g) *Policy 7.* Conversion of forest lands of long-term commercial significance located outside of urban growth areas into rural land uses other than master planned resorts will be prohibited in order to retain the base of industrial forest lands upon which the County's largest industry is dependent. These lands provide important functions relating to retaining local employment, furthering economic development, retaining rural character, preservation of water quality, ensuring water quantity, protecting habitat and provide scenic vistas from rural lands and highways.

(3) *Issue 2, Urban Residential Density Development in Rural Areas.* ~~Densities exceeding one home per acre when allowed to spread over large areas are identified in the Clallam County County-Wide Planning Policies as urban in nature.~~ Comprehensive Plan goals and policies must limit new development at urban densities in rural areas.

Industrial land uses which contain few objectionable characteristics and commercial land uses exceeding those needed by rural neighborhoods or for tourists should also be located in urban growth areas. These types of intensive developments are better suited for development in the designated urban growth area of Port Angeles. Landslide hazard areas are also not appropriate for urban type development.

(4) *Goals and Policies for Controlling Urban Densities.*

(a) *Policy 8.* Limit urban residential lot development outside of urban growth areas and within critical areas.

(i) Areas characterized as of July 1, 1990, by a predominately built environment at densities equal to or exceeding one home per acre will be designated as LAMIRDs, and infill development will be allowed at such density within the logical outer boundary set in the Comprehensive Plan. Such LAMIRDs will not be expanded beyond these initial limits in order to ensure that urban density development occurs within and not outside of urban growth areas.

(ii) Lots of one acre or less may only be created through an approved rural neighborhood conservation, rural character conservation development plan, or as infill lots within designated LAMIRDs.

(iii) Landslide hazard areas should be designated for very low rural residential, open space or commercial forestry uses.

(b) *Policy 9.* Master planned resorts would be appropriate in rural areas with waterfront amenities. Commercial forest/residential mixed use or commercial forest areas may be appropriate locations for master planned resorts if rural sites are unavailable.

(c) *Policy 10.* Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher densities than that anticipated by the regional land use plan. Water purveyor plans must demonstrate that new facilities are consistent with the comprehensive plan and won't require increased densities to finance planned facilities.

(5) *Issue 3, Rural Commercial Activities.* Tourist and neighborhood commercial development areas such as Shadow Mountain Store and RV at Lake Sutherland, Laird's Corner, Granny's on US 101, and Indian Creek on US 101 at the Elwha River are examples of nonresidential uses found in the rural areas which qualify for LAMIRD designation (Lake Sutherland LAMIRD, Laird's Corner LAMIRD, Granny's Cafe LAMIRD, and Indian Creek LAMIRD), and as such

will be carefully controlled in order to preserve rural character. While this type of development provides needed services to tourists and rural residents alike, it should be maintained within a set size limit or length along the highway and should occur only at existing locations to promote compact rural commercial service centers and to direct most commercial growth to urban growth areas. Rural limited commercial designations have been established to deal with the level of commercial and industrial development found east of Morse Creek canyon, at the US 101-O'Brien intersection, and west of Dry Creek Road, and these areas are designated as LAMIRDs (Deer Park LAMIRD, O'Brien LAMIRD, and Laird's Corner LAMIRD (east portion), respectively). The level of commercial and industrial found within rural limited commercial designations should be directed to UGAs, but areas designated as LAMIRDs may contain commercial or industrial uses of such type, scale, size, or intensity as already existed as of July 1, 1990. The visual impact of nonresidential land uses in rural areas should be reduced through the use of high quality landscaping and design guidelines.

(6) *Goals and Policies to Control Rural Commercial Activities.*

(a) *Policy 11.* Development of existing commercial and industrial designated lands in the Deer Park LAMIRD and O'Brien LAMIRD should be allowed subject to the following standards:

(i) Allowable land uses should be limited to uses of such type, scale, size, or intensity as already existed as of July 1, 1990, such as:

- Tourist facilities such as snack bars, gift shops, antique stores and gas stations;
- Services for the local neighborhood such as professional offices, barbers, etc.;
- Small-scale retail serving the local neighborhood such as convenience grocery, etc.;
- Light manufacturing and storage uses such as cabinet making, boat building, fully screened mini-storage.

(ii) Standards should be set for the development of this property, including:

- Limiting the percentage of impervious surface to maintain an "open" atmosphere;
- Requiring setbacks, buffers and screening to separate commercial and industrial land uses from adjacent residential zones;
- Requiring highway and building landscaping that meets high standards for protection of rural character including complete screening of visually jarring uses such as mini-storage and outdoor RV storage, etc.;
- Limiting the size of any one building to avoid large-scale facilities;
- Development of a frontage road which feeds commercial traffic onto O'Brien Road.

(iii) Expansion of this commercial/industrial area outside of existing boundaries shall not be permitted under any circumstances.

(iv) Development outside UGAs must not lead to expansion of urban services or facilities such as sewer, water or improved transportation systems.

(b) *Policy 12.* Development of existing rural neighborhood commercial designations within the Lake Sutherland LAMIRD, Laird's Corner LAMIRD, Granny's Cafe LAMIRD, and Indian Creek LAMIRD should be allowed within their respective logical outer boundaries, and shall be subject to the following standards:

(i) Allowable land uses should be limited to uses of such type, scale, size, or intensity as already existed as of July 1, 1990, including:

- Tourist facilities like snack bars, gift shops, antique stores and gas stations, RV parks;
- Services for the local neighborhood such as churches, barbers, etc.;
- Small-scale retail serving the local neighborhood such as convenience grocery, etc.

(ii) Standards should be set for the development of the property, including:

- Limiting the percentage of impervious surface to maintain an "open" atmosphere;
- Requiring setbacks, buffers and screening to separate commercial and industrial land uses from adjacent residential zones;
- Requiring high standards of highway and building landscaping to protect rural character;
- Limiting the size of any one building to under 10,000 square feet to avoid large-scale facilities in rural areas.

(c) *Policy 13.* Commercial uses allowed in rural residential designations should be limited to those which would not impact rural character. Standards shall be set for recreational uses in rural areas, including recreational vehicle parks and commercial outdoor oriented activities. The following revisions should be made to the allowed uses, conditional uses and standards in rural zones:

~~(i) Commercial outdoor oriented recreational use in rural residential designations shall be limited to boat launching facilities, golf courses, campgrounds and similar uses carried on outside of buildings in order to direct intensive commercial uses such as motels, hotels, restaurants and variety stores to locate in appropriate areas including urban growth areas or in rural commercial designations.~~

~~(ii) Professional offices, exceeding the scope of home enterprises, should locate in appropriate areas including urban growth areas, tourist commercial designations, neighborhood commercial designations and limited commercial designations.~~

~~(iii) Research facilities that require rural locations due to the type of research conducted may be appropriately located in rural areas but those facilities whose research does not dictate a rural location should locate in appropriate areas including urban growth areas or in rural commercial limited designations.~~

~~(iv) Communication broadcast stations, mini-storage and boat storage should locate in appropriate areas including urban growth areas (all three uses), tourist commercial (boat storage) and rural limited commercial (all three uses) designations. Mini-storage, boat storage, and wrecking yards shall not locate in rural residential designations along State highways as this use would destroy rural character and scenic vistas.~~

~~(v) Standards for buffering and landscaping to ensure compatibility with surrounding rural land uses shall be accomplished.~~

~~(vi)~~(i) Standards for noise, traffic, light and glare, and other nuisance characteristics shall be implemented.

~~(vii)~~(ii)Rural commercial and recreational commercial uses in rural areas shall be located on a minimum parcel size of five acres.

(d) *Policy 14.* Home-based businesses should be encouraged when the use is not intrusive to the surrounding residential character of the neighborhood.

(i) Home-based business that have little, if any, outward characteristics of a business should be allowed in all areas.

(ii) Home-based business that have some outward characteristics of a business should be allowed only when consideration is made for the rural character of the surrounding neighborhood.

(e) *Policy 15.* Industrial lands outside the urban growth area have been identified in the Laird's Corner LAMIRD (east part). This industrial land has a land use designation of rural limited commercial which recognizes areas which have extensively developed in commercial and industrial land use outside urban growth areas. Land use on this property should remain similar to the use, scale, size, or intensity as the uses that existed as of July 1, 1990. The following standards shall be implemented in rural limited commercial designations:

(i) Earthen berms, natural landscaping, trees should be utilized in a minimum buffer area of 25 feet along the exterior property boundaries to buffer these uses from adjacent rural residential land uses.

(ii) Noise, lights and odors shall be controlled to the extent which is economically feasible for the type of operation on the site.

(iii) Each industrial use shall control the water quality impacts of its operation to the maximum extent possible.

(7) *Issue 4, Retaining Scenic Corridors along State Highways.* US 101 and SR 112 are the major travel routes through the Port Angeles region. Retention of the scenic values and rural feeling of this travel corridor is important to both residents and tourists alike as they travel to communities for goods and services and to popular recreation destinations. Development along the corridor should be controlled to protect rural character and scenic vistas.

(a) *Policy 16.* In order to preserve scenic rural corridors, the preferred land uses along US 101 and SR 112 should include low density residential interspersed with neighborhood/tourist commercial at existing locations along the roadway. Further development of commercial uses outside of these existing locations would not be permitted in order to direct a majority of commercial and industrial development to urban growth areas. A minimum distance of two and one-half to three miles should be maintained between tourist commercial land uses along State highways in order to prevent sprawl development of strip commercial corridors.

(i) Residential densities within a quarter mile of the State highways outside the urban growth area should be no greater than one home per five acres or develop using a rural character conservation approach. Residential setbacks from the highway should be large in order to preserve rural character, minimize the effects of road noise on residences, to prevent commercial conversion pressures and to improve or maintain the visual appearance of these important scenic corridors. Where large residential setbacks are not possible or would conflict with critical area protection, other screening options should be encouraged such as retention of trees and landscaping.

(b) *Policy 17.* In order to preserve scenic rural corridors, Clallam County should work with the DNR and other large forest land owners to make corridors along State highways a showcase for forestry practices such as commercial thinning, shelter wood cuts and other silvicultural practices. See also Goals and Policies under this subsection.

(c) *Policy 18.* Clallam County shall continue to prohibit construction of new billboards along scenic highways and shall continue County efforts to remove existing billboards located along designated scenic highways.

(8) *Issue 5, Encourage Growth into Urban Growth Areas.* Steady growth is predicted for the Port Angeles planning region. This area experienced an annual growth rate of 0.60 ~~0.44~~ percent between 2000 and 2020. ~~1980 and 1990~~. Much of the growth within these areas occurred outside of the community of Port Angeles which has an annual growth rate of 0.42 over the same period. This trend has the long-term potential of diminishing "rural character" of the region. Reversing this trend requires providing incentives to encourage and attract development in urban areas where growth can be serviced more efficiently.

(9) *Issue 6, Agricultural Practices in the Rural Watershed.* A growing number of small parcels in rural communities are used as noncommercial part-time farms. Often horses or other livestock are kept primarily for recreational purposes. The cumulative impacts of these small farms on water quality may be greater than those of well-managed, large-scale commercial operations. The local conservation district plays a key role in working with individual farmers on water quality issues.

(a) *Policy 19.* ♦ Collect and maintain farm inventory data and implement source controls.

♦ Clallam Conservation District

(i) *Needs Assessment.*

(A) Determine farms with implemented conservation plans, plans in progress, out-of-date plans, and no plans at all. Review and update farm surveys, and prioritize farms for potential water quality impacts.

(B) Assign high priority to small farms with uncontrolled livestock access to streams or ditches, confined animals and associated potential waste management problems, high animal densities, or potential to impact groundwater through improper fertilizer or pesticide and irrigation water management.

(ii) *Prevention and Correction.*

(A) Offer technical, financial, and construction assistance for prevention and correction of potential water quality problems. Market these programs through the mass media and through individual consultation with operators of high priority farms.

(B) Encourage all farms to develop, update and implement conservation plans to improve water quality. A schedule and timeline for ongoing implementation of conservation plans on both small and commercial farms is an integral component of conservation plans.

(C) Monitor farm plan implementation with site visits at regular intervals, annually during such implementation.

(D) Utilize education and incentives to prevent and correct agricultural water quality problems.

(E) Urge the USDA Consolidated Farm Services Agency to modify funding eligibility to include horse farms, or any animal-keeping operation which is affecting water quality.

(iii) *Compliance and Enforcement.*

(A) Assist farm operators with conservation plan development and implementation according to the compliance memorandum of understanding (Level III) between Clallam Conservation District, Conservation Commission, and Department of Ecology.

(B) Evaluate the effectiveness, revise as needed, and continue to use, the County-Conservation District water quality complaint referral memorandum of understanding for the Port Angeles watershed.

(C) Refer water quality violations to Department of Ecology for enforcement. Direct ~~citizen~~ private individual water quality complaints to Ecology.

(10) *Issue 7, Residential Practices in the Rural Watershed.*

(a) *Policy 20.* ♦ Ensure that new and existing on-site sewage disposal systems are located, designed, installed, operated, inspected, and maintained to prevent the discharge of pollutants to surface and ground waters.

♦ Clallam County, PUD #1 of Clallam County

(b) *Policy 21.* ♦ As part of an overall source control program related to on-site sewage disposal, determine where soil or site conditions do not provide an acceptable level of treatment; sensitive resources are present; and/or high repair rates for existing systems are found; and undertake a program of discovery, remediation,

maintenance and/or enforcement as described in the actions below. In the future, when any site or area has potential water quality problems due to suspected malfunction of an existing on-site sewage system, County policies and procedures should be in place for identifying such malfunctions and ensuring compliance with the on-site sewage regulations (Chapter 276-272 WAC).

- Clallam County, PUD #1 of Clallam County

(i) *Discovery.*

(A) In conjunction with proposed surface and ground water monitoring programs undertake ongoing water quality sampling in areas of concern. Where sampling indicates probable contamination due to on-site sewage disposal systems, conduct targeted sanitary surveys. Sanitary surveys should also inspect for the hidden failure to treat effluent. Where sanitary survey indicates likelihood of failure, conduct individual dye testing.

(B) Establish a feasible County procedure for determining sewage disposal integrity for suspect systems or possible failures; request on-site system permit from landowner, or proof of maintenance performed. If permit or other proof is unavailable, request permission to inspect the system. If refused, pursue inspection through legal search and inspection channels.

(C) At a minimum, systems should be inspected when the ownership of a property is changed, and corrective action taken prior to transfer of ownership. Educate lenders and appraisers about the need for sanitary surveys to ensure adequate function and capacity of on-site sewage disposal systems. Urge sanitary survey if inspection and/or maintenance has not been performed within the previous five years. Record of survey results should be transmitted to the County Environmental Health Division.

(D) Conduct an individual education, maintenance and inspection project involving targeted landowner groups. Make inspection kits available and provide assistance with system inspection.

(ii) *Remediation.*

(A) Continue to use State revolving funds and other sources to maintain, evaluate, and expand the water quality cleanup fund. This program is administered by Clallam County to provide low- or no-interest loans for on-site sewage disposal system repair or replacement. Loans are offered based upon financial need and potential threat to water quality.

(B) Replace failing conventional systems with alternative systems where appropriate. If replaced with a conventional system, ensure the resident is educated on proper use and maintenance of the system to avoid subsequent malfunctions.

(C) Implement regional/neighborhood solutions such as community drainfields in areas with high failure rates, rather than repeated, numerous individual system replacements.

(iii) *Prevention and Maintenance.*

(A) Encourage landowners to establish maintenance contracts for individual and community on-site systems. Provide incentives such as lower permit fees for those who have secured maintenance agreements.

(B) Through utility bill or other mailings, periodically remind property owners about the need for inspection, maintenance, and proper operation of their sewage disposal systems.

(C) Maintain a plat map-level visual record of installations and repairs to provide a useful tool for identifying areas historically at risk for failure.

(iv) *Other.*

(A) ♦Direct educational efforts at designers, installers, pumpers, permitters, homeowners and renters.

♦ Clallam County, WSU-Cooperative Extension

(B) Educate the public about proper management of waste going into on-site sewage disposal systems and methods of prolonging system usefulness, avoiding frequent pumping, and associated expenses.

(C) Use press releases, public notices, and mailings to remind the public that unapproved septic system additives are banned in this State.

(D) Encourage the use of best conventional technology which goes beyond the minimum code requirements for on-site sewage disposal system design and construction. This could include sand-lined trenches or longer drainfields, or building for greater capacity.

(E) Install low-volume plumbing fixtures and employ water conservation measures to reduce loading to on-site systems.

(F) Provide information and opportunities for home composting, to reduce the use of garbage disposals, which can contribute significantly to pollutant and volume loading on systems.

(G) Provide on-site sewage disposal system brochures and stickers for owners of all on-site systems in the watershed. The self-sticking seal, placed on the electrical box or other visible location, has space to record the location of the drainfield and date of last septic pumping.

(H) Assist on-site sewage disposal system pumpers and real estate representatives to promote water quality and distribute system maintenance stickers and information.

(c) *Policy 22.* ♦Site development, including roads, highways, and bridges, should protect the natural integrity of water bodies and natural drainage systems.

♦ Clallam County

(i) Avoid conversion, to the extent practical, of areas that are susceptible to erosion and sediment loss;

(ii) Preserve areas that provide important water quality benefits and/or are necessary to maintain riparian and aquatic habitat;

(iii) Plan, design, and develop sites to limit impervious areas;

(iv) Limit land disturbance activities such as clearing and grading, and cut and fill;

(v) Limit disturbance of natural drainage features and vegetation; and

(vi) Guidance on appropriate pollution prevention practices should be incorporated into site development and use.

(d) *Policy 23.* ♦ ~~Develop and adopt~~Maintain and update a clearing and grading ordinance which requires drainage and erosion control for land preparation prior to permitting for development, and which implements the Clallam County Critical Areas Ordinance.

♦ Clallam County

(e) *Policy 24.* ♦Minimize the application of fertilizers, pesticides, and herbicides that result from new land development. Preserve and protect existing natural vegetation to the extent practical to help maintain predevelopment runoff volumes. Landscapes that demand significant amounts of chemical treatment should be avoided.

♦ Clallam County

(f) *Policy 25.* ♦Manage open space to retain the natural characteristics of land cover and soil, in order to maintain soil porosity and limit runoff.

♦ Clallam County

(g) *Policy 26.* ♦Attach points for good stewardship to open space taxation programs, to recognize the implementation of best management practices, corridor preservation, and other public benefits as qualification for open space tax status.

♦ Clallam County

(h) *Policy 27.* ♦Establish greenways through rural stream corridors. Provide interpretive materials describing upstream-downstream, rural-urban stream relationships, and healthy stream characteristics and management practices.

♦ Clallam County

(i) *Policy 28.* ♦New development shall utilize existing community water systems where available and feasible, rather than establishing new community water systems in areas already served by existing systems.

♦ Clallam County, PUD #1 of Clallam County

(j) *Policy 29.* Clallam County should work with Department of Ecology to assume some local responsibility for water rights analysis and appropriation to reduce disincentives resulting from State management, and to improve accountability and oversight for local small water systems. Responsibilities delegated to Clallam County should be accompanied by funding for those duties.

Clallam County, WA Department of Ecology

(k) *Policy 30.* Assist with the formation of an association of community water systems to create a forum for management concerns, strategies, successes and problems. Develop annual meetings to provide training and to address wellhead protection.

Clallam County, PUD #1 of Clallam County

(l) *Policy 31.* Encourage community well owners to develop wellhead protection programs. Assist community water system owners and operators with development and implementation of wellhead protection programs and emergency intervention plans. Provide operators and owners with information and assistance in contaminant source inventories. Provide support for water quality and quantity protection. Provide guidance on land use decisions, and help with maintaining public involvement in decision-making.

Clallam County

(i) Educate well owners regarding prevention of aquifer contamination via well casings, caps, and other points of entry. Provide well owners with information about proper well construction, the advantage of drilling to deeper aquifers, and homeowner liability for proper well construction.

Clallam County

31.04.240 Urban growth – Discussion.

(1) *GMA Goals.*

(a) *Urban growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(b) *Housing.* ~~Encourage the availability of affordable~~ Plan for and accommodate housing affordable to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(c) *Economic development.* Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.

(d) *Property rights.* Private property shall not be taken for public use without just compensation having ~~been made. The property rights of landowners shall be protected from arbitrary and discriminatory~~

actions.

(e) *Historic preservation.* Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

(2) *Watershed Goals.* Protect beneficial uses of water from nonpoint sources of pollution in the Port Angeles watershed, including the effects of pathogens, chemicals, sediment, and nutrients on both surface and ground water resources.

Promote stewardship by residents, decision makers, visitors, and agencies in the Port Angeles watershed.

Protect and enhance watershed resources, and reverse degradation where it has occurred.

Ensure cooperation and coordination in resource management.

(3) A Vision of the Port Angeles Urban Growth Area in 2014. The Port Angeles urban growth area in the year 2014 is known for its livable neighborhoods which express their own unique character, high quality of life, pedestrian orientation and superior design. Many residential areas have been separated from the hustle and bustle of commercial activities near Highway 101 by allowing public uses such as schools, parks and public golf courses as commercial to residential buffers. Commercial business areas adjacent to neighborhoods provide goods and services to neighborhood residents while many businesses have residences located on upper stories. The Highway 101 corridor is now a tree-lined boulevard with landscaped medians as it passes through the urban area and businesses all along this corridor have upgraded their landscaping and physical appearance.

Most moderate density, low cost housing has been infilled into moderate density neighborhoods located just off Highway 101 in urban growth areas where easy access to transit and job opportunities are available. Well designed and landscaped manufactured home parks and multifamily developments provide an attractive low cost living environment. Visitors to our area note the distinct open space boundaries between neighborhoods which make use of the steep-sided creek ravines which are left in the natural state. Within the Port Angeles urban growth area, neighborhood population centers are linked to the waterfront trail system through trails located in the stream ravines, allowing for efficient non-motorized transportation options for reaching work or for recreation.

Businesses which provide regional services have been grouped at convenient locations at intersections of major collector or arterial roads with SR101 within the urban growth area and conform to visually pleasing landscape and building design standards. Regional service center sites have been identified both within the City of Port Angeles and within the unincorporated urban growth area. Developers seeking to build a regional business facility are directed to these community approved sites which have been thoroughly evaluated for environmental constraints. All neighborhood and regional businesses centers are linked by an efficient local transit system. A new arterial paralleling Highway 101 but located farther to the south provides an alternate east side, cross town route for local access to Port Angeles. Tribal business centers have also grown to become major employers within Clallam County.

Most new manufacturing and industrial concerns are located at the expanded Airport Industrial Park. Several value-added wood product firms operate on industrial lands just outside of the urban growth area where rural densities of the surrounding area limit conflict which could occur if this type of use where sited in an urban area.

Nine streams flow through the Port Angeles urban growth area providing unique opportunities for urban residents to enjoy a riverine environment. The last 20 years have seen a renewal of these streams in terms of water quality, water quantity, stream restoration, stream enhancement for fish and wildlife, public access to stream corridors and development of opportunities for environmental education.

The urban area of Port Angeles provides a mixture of employment, residential, commercial, cultural and recreational opportunities. Much of the new development and redevelopment which occurred after 1995 took place within the existing urban growth area of Port Angeles where infrastructure was in place or could be easily extended. Today, there is still ample room for development within that original urban growth area. Port Angeles is the ultimate supplier of services within the urban growth area.

The Port Angeles region enjoys a healthy and stable economy, emphasizing diversity in the range of goods produced and services provided. Businesses continue to locate in the urban growth area because of the high quality of life, provision of business infrastructure, the emphasis on superior schools, and the ability of a tightly knit community to provide a safe living environment for all. Residents and business interests trust their local governments to follow through on solutions because the plans and promises made to manage growth in 1995 have been followed and changes to the original plan occur as a result of demonstrated community need. Change is accepted and proceeds in an orderly fashion based on the growth management plan.

(4) *Urban Growth Issues and Current Trends.* The Growth Management Act requires the designation of urban growth areas, within which urban growth will be encouraged and outside of which growth can occur only if it is not urban in nature. The Act defines "urban growth" as growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. The Growth Management Act defines "characterized by urban growth" as referring to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

The Growth Management Act and County-wide Planning Policies define "urban governmental services" to include those services historically and typically delivered by cities or other identified service provider, such as a utility district, and which at a minimum include the provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, public transportation systems, stormwater systems, police and fire and emergency service systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.

Urban lands are the focus of primary economic activities such as retail, wholesale, professional offices and industry. Commercial and industrial uses often encourage other urban development around it, and increase the need for extension or improvement of public services and facilities. Therefore, those types of commercial and industrial uses should generally be found only in urban growth areas.

One of the prime considerations in establishing the Port Angeles urban growth area was the location of existing urban density residential, industrial and commercial land uses outside the city limits. The Growth Management Act provides the guidance that urban growth areas should be located first in areas already characterized by urban

growth (see definition) that have existing public facility and service capacities to serve such development, and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas. While the projected 20-year population growth of the Port Angeles urban growth area could be accommodated within the existing city limits, the existence of large areas already developed at urban densities and with urban type commercial and industrial land uses immediately adjacent to the city require the designation of an urban growth area which extends beyond the city limits to include these urban areas.

Over the past 10 years, the rural areas of the Port Angeles planning area have experienced 65 percent of the decade's growth. These rural growth trends do not satisfy growth management objectives of encouraging development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. Moderate to high density development will be encouraged within the urban growth area and each urban growth area shall permit urban densities and shall include greenbelt and open space areas. The availability of high density and cost efficient services within the urban growth area should make it more cost effective to develop within the urban growth area than outside of it. This "cost of development" advantage and the retention of a high quality of life in the urban area neighborhoods should help to reverse the trend toward rural development and increase affordable housing opportunities.

(5) *County-wide Planning Policies that Relate to Urban Growth Areas.* Clallam County and the cities in the County developed a set of County-wide Planning Policies which were adopted in June of 1992. The County-wide Planning Policies provide a framework for all comprehensive plans developed within the County. County-wide Policies were developed which addressed issues involving urban growth areas, joint planning, siting of public capital facilities, transportation, affordable housing, economic development and open space.

The following policies provide a partial listing of the urban growth area policies found within the County-wide Planning Policies and are those most relevant to land use in urban areas:

(a) Urban growth areas should be established to avoid critical areas, except where addressed as part of the City's Comprehensive Plan or critical areas ordinance. Urban growth areas should not include designated resource lands unless the City or County has enacted a program authorizing transfer or purchase of development rights.

(b) Urban growth area designations shall consider the linkage with open space corridors within and between urban growth areas as required in this policy and the Growth Management Act.

(c) Urban services to be provided within UGAs should include, at a minimum, provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.

(d) Urban services/facilities required to meet the needs of new development shall be provided, or shall be planned to be available within six years, to meet the levels of services established for such services within each UGA.

(e) The County and the cities will ensure appropriate techniques for managing future growth consistent with the designation of urban growth areas, such as a minimum density within the UGA and a maximum density outside the UGA. A range of densities should be provided for by the City and County for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multifamily development.

(f) Where critical areas occur within the designated UGA, policies and regulations will be developed to ensure protection of such areas.

(g) The County, in coordination with the adjacent city, shall consider the need for future expansion of urban growth areas beyond the projected 20-year period required by the Growth Management Act. Special density considerations shall be given at the edge of urban growth areas, if determined necessary based on a land use analysis, so that future extension of urban growth areas and urban services allows conversion to more efficient urban patterns. Special density considerations could include reduced densities or cluster development options. Such considerations shall occur during preparation and adoption of joint City/County Comprehensive Plans for the unincorporated urban growth area.

(h) Land designated for commercial or industrial uses which encourage adjacent urban development shall not be located outside a UGA.

(i) Lands within urban growth areas which are adjacent to existing cities should be able to be annexed to those cities. The cities and county, in coordination with existing and ultimate service providers, should develop an annexation plan which includes annexation of land characterized by urban development and a phased program of annexation consistent with the extension of services and the development of land in accordance with the city's comprehensive plan and capital facilities plan.

(j) Urban services shall be provided and constructed in accordance with the design and construction standards as specified in the UGA Urban Services and Development Agreement required by the policies for joint planning and contiguous and orderly development.

(k) Services and facilities which are not available at the time of the development project giving rise to the need for such services shall be included in a financially feasible capital facilities element of the comprehensive plan for the city responsible for such service provision, and/or in the appropriate plans of the service provided.

(6) *UGA Objectives.* Urban densities allowed in urban growth areas make it possible to provide more efficient transportation, fire and police, water, sewage disposal, and other public services. Public transit studies point out that public transportation systems are not cost-effective until densities of seven dwellings per acre are achieved. When urban areas are set aside it is vital that urban densities and services get established. Continuing to allow

rural densities and rural services within urban areas will not achieve UGA or GMA objectives.

Encouraging urban growth also helps protect rural and resource lands from conversion. When sufficient land within urban areas is provided at a reasonable price and in well-designed neighborhoods, there is less demand for rural lands. In the past 20 years, a large portion of the rural growth occurred because rural properties were less expensive than urban lots, and affordable housing opportunities (such as manufactured housing) were allowed in rural areas but discouraged in urban areas. The Clallam County Comprehensive Plan works toward conserving rural and resource lands, and making the most efficient use of scarce public resources through encouraging development within urban growth areas.

31.04.300 Urban land use designations, purpose and designation criteria.

The proposed urban land use designations are listed and described in the charts on the following pages. The designations are followed with a discussion of issues that need to be addressed to meet the 20-year vision. Draft goals and policies to address these issues are included for review and discussion. These charts should be utilized by the Planning Commission and Board of County Commissioners, in combination with appropriate goals and policies, to evaluate proposed changes to the comprehensive plan and implementing ordinances. The land use designations mapped in this plan are tied to actual parcel lines and recognizable physical features. Proposals for changes in zoning which are not consistent with the mapped land use designations in this plan will require changes to the comprehensive plan.

The neighborhood maps which follow this section have symbols which indicate the proposed land use designation. The following table describes the map designations:

Land Use Classification	Minimum Lot Size	Maximum Densities and Allowed Land Use
Urban Very Low Density (VLD)	1/2 acres	Two dwelling units per acre. Single-family residential and horticultural activities allowed.
Urban Low Density (LD)	none	Nine dwelling units per acre.
Urban Very Low/Low Density (VLD/LD)	none	Two dwelling units per acre without transfer of development rights, or nine dwelling units per acre with transfer of development rights.
Urban Moderate Density (MD)	none	Fifteen dwelling units per acre.
Open Space Overlay (OS)	none	Identifies areas where development rights can be transferred from to protect critical areas.
Urban Neighborhood Commercial (UNC)	none	Allows a mix of neighborhood scale commercial uses and multifamily residential of up to 15 dwelling units

Land Use Classification	Minimum Lot Size	Maximum Densities and Allowed Land Use
		per acre where residential uses are located off the commercial frontage streets.
Urban Commercial Center (UC)	none	Regional scale business will be grouped at these locations.
Industrial (I)	none	Industrial uses include manufacturing facilities, truck shops, large scale storage facilities, gravel extraction and log storage.
Public (P)	none	Caretaker dwelling allowed.

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
Urban Very Low Density (VLD)	Urban very low density designations (zero to two units/ acre) should be utilized in areas with natural limitations in order to protect areas with wetlands, steep slopes or areas highly impacted by stormwater. Urban very low density designations should also be utilized in areas that are already largely developed at this density and whose natural limitations do not allow for redevelopment at higher densities.	The land should be capable of supporting very low density but urban type development with minimal natural constraints. Land should be flat (zero to five percent slopes), have well drained soils, have only a small component of wetlands and be relatively free of flood, landslide, seismic or erosion hazards.	The area has minimal natural resource management potential. Development of the area will have little detrimental impact on resource lands. These low density areas could be placed adjacent to resource lands since their impact would be less than more intensive development. This designation is mapped at the periphery of the urban growth area, in areas where low density is desirable such as under airport flight lines, or in portions of the urban growth area that have	Urban services should be available or capable of being extended within the planning time frame. Collector roads should be within a half mile of this designation. Transportation networks should be able to handle traffic flows.	This designation should tend to residential uses and may include single-family and mobile home subdivisions at the same densities as surrounding developments. This designation is appropriate where existing small scale agricultural uses (animal raising, truck farming, greenhouses) are occurring.

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
			already developed at this density.		
Urban Low Density (LD)	This land use designation provides for a mix of duplex, fourplex and single-family residences in UGA's. Densities will range from two to nine units per acre. These areas should be located near existing cities, where possible, since sewer systems are needed in such areas. Urban low density designations will be located in close proximity to existing neighborhood commercial areas but residences would be buffered from this intensive commercial use by public uses whenever this is possible.	Since a large percentage of each lot will be covered with structures and additional area will be impervious surfaces supporting roads, the land should be capable of supporting intensive development with minimal natural constraints. Land should be flat (zero to five percent slopes), have well drained soils, be relatively free of wetlands and flood, landslide, seismic or erosion hazards.	The area has minimal natural resource management potential. Development of the area will have little detrimental impact on resource lands. This designation is mapped in areas which have experienced development at these densities within the urban growth area, such as 4 Seasons Ranch and Gales Addition.	Urban services, including sewer should be available or capable of being extended within the planning time frame. Arterials or collector roads should abut this designation. Transportation networks should be able to handle traffic flows.	Area should tend to residential uses and may include single-family and multifamily (up to fourplexes) residential developments and mobile home subdivisions at the same densities as surrounding developments. Existing and planned neighborhood commercial areas and employment centers should be in close proximity but should be buffered from this intensive residential land use where possible by public uses.

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
Urban Very Low/Low Density (VLD/ LD)	The purpose of this land use designation is to provide for low density urban areas within UGAs. This land use designation will allow development rights from critical areas and some areas experiencing downzoning to be utilized. Density allowed by right will be up to two units per acre but a property owner in this designation can purchase development rights from owners of such rights and build up to nine units/acre.	The land should be capable of supporting low density but urban type development with minimal natural constraints. Land should be flat (zero to five percent slopes), have well drained soils, have only a small component of wetlands and be relatively free of flood, landslide, seismic or erosion hazards.	The area has minimal natural resource management potential. Development of the area will have little detrimental impact on resource lands. These low density areas could be placed adjacent to resource lands since their impact would be less than more intensive development. These areas should be located at the periphery of the urban growth area.	Urban services should be available or capable of being extended within the planning time frame. Collector roads should be within a half mile of this designation. Transportation networks should be able to handle traffic flows.	This designation should tend to residential uses and may include single-family and mobile home subdivisions at the same densities as surrounding developments. This designation is appropriate where existing small scale agricultural uses (animal raising, truck farming, greenhouses) are occurring.
Urban Moderate Density (MD)	The purpose of this land use designation is to provide for a mix of multifamily and single-family	Since a large percentage of each lot will be covered with structures and additional area will be impervious surfaces	The area has minimal natural resource management potential. Development of the	Urban services, including sewer, should be available or capable of being	Area should tend to residential uses and may include single-family and multifamily residential developments and mobile home parks at the

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
	residences at moderate urban densities inside urban growth areas. Densities of up to 15 units per acre would be permitted. These areas should be located immediately adjacent to existing cities and within walking distance of existing arterials, since it is anticipated that densities will be high enough to support public transit and that sewer systems will be needed.	supporting roads, the land should be capable of supporting intensive development with minimal natural constraints. Land should be flat (zero to five percent slopes), have well drained soils, be free of wetlands, flood, landslide, seismic or erosion hazards.	area will have little detrimental impact on resource lands. Urban residential moderate density has been mapped in areas bordering the commercial designations north and south of Highway 101 on the east side of the Port Angeles urban growth area to serve as a buffer between commercial development and residential areas already developed at lesser densities.	extended within the planning time frame. Arterials or collector roads should abut this designation. Transportation networks should be able to handle traffic flows.	same densities as surrounding developments. Existing and planned neighborhood commercial areas and employment centers should be in close proximity but should be buffered from this intensive residential land use where possible by public uses.
Urban Neighborhood Commercial (UNC)	The purpose of this land use designation is to provide for limited commercial services which meet the shopping needs of local neighborhoods within	Since each lot will be covered with structures or paved parking the land should be capable of supporting intensive development with no natural constraints. Land should be flat (zero to	The area has minimal natural resource potential. Development will not impact resource lands. Urban neighborhood commercial	Urban services, including sewer should be available or capable of being extended within the planning time frame. Public	Area should tend to neighborhood commercial uses including restaurants, small scale grocery stores, small scale employment centers with associated retail uses. Multifamily residential developments, small scale

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
	urban growth areas. These areas are characterized by a high degree of compatibility with surrounding residential areas. Compatibility is achieved through controlling the scale of commercial buildings, ensuring that most commercial uses are focused on Highway 101, requiring commercial design and layout which screens residential areas from intensive lights, storage and parking areas.	five percent slopes), have well drained soils, be free of wetlands and flood, landslide, seismic or erosion hazards.	designations should be located only in existing commercial use areas primarily in the eastern UGA. The small urban neighborhood commercial area on the west side of Port Angeles should not be allowed to expand westward in order to avoid the strip commercial development which has occurred on the eastern side of the UGA.	water systems should be available. Arterials should pass through or abut this designation. The transportation network should be able to handle high traffic flows. Businesses and high density residential uses should be designed for transit and pedestrian accessibility and should have streetside landscaping.	storage facilities. Screened mobile home parks and multifamily uses are preferred uses in the portion of the neighborhood commercial areas not directly fronting on Highway 101.
Urban Commercial Center (UC)	The purpose of this land use designation is to provide for commercial uses serving the entire region in urban	Since each lot will be covered with structures or paved parking the land should be capable of supporting intensive development with no	The area has minimal natural resource management potential. Development of the area will have little	Urban services, including sewer should be available or capable of being extended within	Area should be a mix of regional commercial uses including indoor malls, auto malls, regional service suppliers, restaurants, large scale grocery stores, motels,

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
	growth areas with an incorporated city. These areas should be located on Highway 101 at intersections with collectors or at existing stop light locations. Urban commercial centers must hold large vacant parcels for utilization by major retailers.	natural constraints. Land should be flat (zero to five percent slopes), have well drained soils, be free of wetlands and flood, landslide, seismic or erosion hazards.	detrimental impact on resource lands. This designation should only occur at major intersections of Highway 101 and collectors or where existing stop lights serve existing regional development.	the planning time frame. Public water systems should serve the area. Arterials should pass through or abut this designation and road should be able to handle high traffic flow.	and large scale employment centers with associated retail uses.
Industrial (I)	The purpose of this land use designation is to provide for industrial development which has impacts which are difficult to control such as heavy truck traffic, noise, vibration, light, glare and odors. This designation must usually be well separated from	Since each lot will be covered with large structures or paved parking the land should be capable of supporting intensive development with no natural constraints. Land should be flat (zero to five percent slopes), have well drained soils, be free of wetlands and flood, landslide, seismic or erosion hazards. It is	The area has minimal natural resource management potential. Development of the area will have little detrimental impact on resource lands. This designation is mapped where existing industrial land uses are well established.	Urban services, including sewer and water should be available or capable of being extended within the planning time frame. Arterials should pass through or abut this designation. Location near an airport is preferred to	Some of the uses which have occurred in unincorporated urban growth areas include sawmills, truck repair shops, small scale manufacturing and storage facilities. Much of this land is currently vacant although some sites have been used in the past for log storage and sawmills.

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
	residential development to avoid conflicts; light industrial designations can be used for this purpose.	particularly important that heavy industrial sites be located where adverse effects on ground or surface water can be avoided.		allow easy access to air freight services. This designation should only occur within established urban growth areas and should generally abut the city limits.	
Open Space Overlay (OS)	The purpose of this land use designation is to identify open space features which are usually unbuildable due to natural constraints such as wetlands, steep slopes, extreme landslide hazard and extreme erosion hazard which should be preserved to protect property, habitat or some other desired quality.	The land are usually unbuildable due to natural constraints such as wetlands, steep slopes, extreme landslide hazard and extreme erosion hazard. Slopes will range from level (wetlands) to steep (greater than 40 percent), have well drained to poorly drained soils, and may have a substantial component of wetlands, floodplains, seismic and landslide hazards.	The area has resource management potential but may have higher value for wildlife habitat, scenic value or watershed protection. The Growth Management Act requires such lands to be located within and between urban growth areas and suggested that they be used for recreation, wildlife habitat, trails and connection of critical	Open space lands should be located within and between urban growth areas. The steep landslide prone ravines in the Port Angeles planning area are one example of open space lands. Access points to open space lands are needed but few other public	This area is generally vacant ground due to its natural constraints on building.

Land Use Designation	Purpose of the Designation	Land Capability/Natural Limitations	Natural Resources/ Mapping Criteria	Public Services	Existing Land Uses
			areas. Designation as open space does not necessarily imply public ownership or the right to public use. This designation is mapped in conjunction with critical areas, wildlife habitat corridors and in some areas near Port Angeles experiencing downzoning.	services are needed.	

31.04.310 City of Port Angeles urban growth area – Inventory and analysis.

(1) A Vision of the Port Angeles Urban Growth Area ~~in 2014~~. The Port Angeles urban growth area ~~in the year 2014~~ is known for its livable neighborhoods which express their own unique character, high quality of life, pedestrian orientation and superior design. Many residential areas have been separated from the hustle and bustle of commercial activities near Highway 101 by allowing public uses such as schools, parks and public golf courses as commercial to residential buffers. Commercial business areas adjacent to neighborhoods provide goods and services to neighborhood residents while many businesses have residences located on upper stories. The Highway 101 corridor is now a tree-lined boulevard with landscaped medians as it passes through the urban area and businesses all along this corridor have upgraded their landscaping and physical appearance.

Most moderate density, low-cost housing has been infilled into moderate density neighborhoods located just off Highway 101 in urban growth areas where easy access to transit and job opportunities is available. Well designed and landscaped manufactured home parks and multifamily developments provide an attractive low-cost living environment. Visitors to our area note the distinct open space boundaries between neighborhoods which make use of the steep-sided creek ravines which are left in the natural state. Within the Port Angeles urban growth area, neighborhood population centers are linked to the waterfront trail system through trails located in the stream ravines, allowing for efficient nonmotorized transportation options for reaching work or for recreation.

Businesses which provide regional services have been grouped at convenient locations at intersections of major collector or arterial roads with SR101 within the urban growth area and conform to visually pleasing landscape and building design standards. Regional service center sites have been identified both within the City of Port Angeles and within the unincorporated urban growth area. Developers seeking to build a regional business facility are directed to these community approved sites which have been thoroughly evaluated for environmental constraints. All neighborhood and regional business centers are linked by an efficient local transit system. A new arterial paralleling Highway 101 but located farther to the south provides an alternate east side, cross-town route for local access to Port Angeles. Tribal business centers have also grown to become major employers within Clallam County.

Most new manufacturing and industrial concerns are located at the expanded Airport Industrial Park. Several value-added wood product firms operate on industrial lands just outside of the urban growth area where rural densities of the surrounding area limit conflict which could occur if this type of use where sited in an urban area.

Nine (9) streams flow through the Port Angeles urban growth area providing unique opportunities for urban residents to enjoy a riverine environment. ~~The last twenty (20) years have seen a renewal of~~ these streams have seen renewed emphasis in terms of water quality, water quantity, stream restoration, stream enhancement for fish and wildlife, public access to stream corridors and development of opportunities for environmental education.

The urban area of Port Angeles provides a mixture of employment, residential, commercial, cultural and recreational opportunities. Much of the new development and redevelopment which occurred after 1995 took place within the existing urban growth area of Port Angeles where infrastructure was in place or could be easily extended. Today, there is still ample room for development within that original urban growth area. Port Angeles is

the ultimate supplier of services within the incorporated urban growth area. The City and the PUD provide water, power and sewer services within the unincorporated urban growth area.

The Port Angeles region enjoys a healthy and stable economy, emphasizing diversity in the range of goods produced and services provided. Businesses continue to locate in the urban growth area because of the high quality of life, provision of business infrastructure, the emphasis on superior schools, and the ability of a tightly knit community to provide a safe living environment for all. Residents and business interests trust their local governments to follow through on solutions because the plans and promises made to manage growth in 1995 have been followed and changes to the original plan occur as a result of demonstrated community need. Change is accepted and proceeds in an orderly fashion based on the growth management plan.

(2) *Urban Growth Area General Land Use Issues.* Urban residential land uses are well established within the Port Angeles urban growth area. Neighborhoods such as Gales Addition, Lee's Creek and Four Seasons are largely built out with only a few moderate sized areas available for development. Average density in Gales Addition, Four Seasons, View Ridge and Cedar Ridge neighborhoods would be three (3) to four (4) housing units per acre. These areas will support infill development at these densities. Other neighborhoods such as Lee's Creek and portions of Monroe Road neighborhood are characterized by two (2) unit per acre densities due to environmental constraints such as wetlands, stormwater impacts from Highway 101 and its associated impervious surfaces and poorly perking soils. Neighborhoods with these types of environmental constraints may not be able to support much more density than they currently experience and consideration should be given to maintaining the prevalent two (2) unit per acre urban densities. Wetlands and other natural means of storing or transporting stormwater should be maintained intact in these neighborhoods. Densities of up to fifteen (15) units per acre would be feasible in the residential areas south of the Highway 101 commercial strip near Mt. Pleasant Road.

The commercial strip development which has occurred on the east side of Port Angeles has not created a healthy environment for business as witnessed by the continual turnover of many businesses in this area. A more stable pattern of business location would group regional businesses at the lighted intersection on Highway 101 near Walmart~~K-Mart Drive and Deer Park intersections with Highway 101~~. Encouraging a transition to business growth in regional centers ~~located at K-Mart Drive and Deer Park~~ would relieve the well-developed neighborhoods on the north and south side of the commercial strip from pressure to widen the strip at intermediate locations by rezoning of vacant residential areas near the strip. In simple terms, the existing commercial strip should only bulge at these two (2) identified intersections and commercial areas between regional sites should remain at minimal width from the highway. The neighborhood serving commercial areas between the ~~K-Mart Plaza~~Walmart regional commercial center and the City limits ought to be opened up to allow multifamily residential development on commercially zoned properties lacking highway frontage and on the second floors of businesses. This change would provide apartment dwellers easy access to transit and will encourage interaction between businesses and multifamily uses which would stabilize the business sector in this area.

Urban residential land uses are mixed with industrial and commercial land uses in the western unincorporated urban growth area. The area east of Reddick Road contains some subdivisions at urban density and other areas with more rural type densities. Urban density development of this area has been hindered by its industrial zoning and the poor perking ability of its soils.

~~The 1982 Clallam County Comprehensive Plan designated l~~Large areas west of Port Angeles have been designated for as industrial ~~uses~~ or reserve industrial in anticipation of industrial growth. Many of the lands ~~so~~ designated contained single-family residences on rural sized lots with a few smaller parcels located in subdivisions. Very little of this land has seen industrial development ~~in the last twelve (12) years~~ and most of this area is not served with the necessary infrastructure which would encourage industrial development. Industrial use in the area has actually diminished in this period as logging activity has declined. ~~Property owners have been limited in their ability to construct additional homes as residential uses are only allowed in industrial zones as an accessory use to an industrial use. Many of these property owners have participated in development of the Port Angeles Regional Plan and are requesting changes to the industrial designation of the 1982 Plan. This Plan recommends removal of the industrial designation from that portion of the urban growth area located between Reddick Road and Airport Road which is not in actual industrial land use.~~

The Highway 101 corridor on the west side of Port Angeles has not developed in the "strip commercial" pattern prevalent on the east side of Port Angeles. Many homes and several multifamily developments are located on Highway 101 but are set well back from the roadway to limit problems with road noise. This pattern of limited urban neighborhood commercial development intermixed with homes set well back off the highway should be retained.

The Port Angeles urban growth area was established to meet the area required to contain the projected 20-year population growth of the urban area plus those neighborhoods that were already urban in nature. It is ~~expected~~ anticipated that the City will annex ~~all of~~ portions of the urban growth area in the next 20 years. ~~Although some annexations may happen in the near future, the farthest edges of the urban growth area may not be annexed until the end of the planning period.~~ Areas of the unincorporated urban growth areas should be annexed in accordance with the annexation agreement. The urban growth area should develop utilizing City development standards. This plan requires new subdivisions to meet City development standards for all improvements.

Grant funding and public/private partnerships should be utilized to upgrade the landscaping and building facades within the urban growth area fronting Highway 101. Many area residents completing questionnaires on transportation issues compared the present appearance of the commercial strip to that of Aurora Avenue in Seattle. Area residents desire to see the Highway 101 urban streetscape upgraded to include street trees along both sides of Highway 101, landscaped median islands in the center of the Highway and improvements to several building facades. Upgrading the appearance of the urban commercial area would blend this area into the bordering neighborhoods and encourage residents as well as visitors to stop and enjoy visually appealing commercial attractions. (These issues are addressed by the policies below and those contained in the individual neighborhood sections.)

31.04.315 City of Port Angeles urban growth area – Policies.

(3) *UGA Boundary.*

(a) [*Policy ~~No.~~ 1.*] ~~The interim urban growth area boundary adopted in October 19, 1993, should be modified to include several additional industrial parcels located in the vicinity of the Shotwell and Lakeside Industries properties west of Port Angeles and to delete the area east of the west rim of the Morse Creek canyon.~~ The physical boundaries of the urban growth area should be the west rim of the Morse Creek canyon to the east, Reddick Road and the City limits to the west, the BPA powerline and the adopted line near the City limits to the south, and the Strait to the north.

(b) [*Policy ~~No. 2~~.*] In order to provide stability to where urban growth and services will occur, the urban growth area should not be expanded in size any sooner than 10 years from the date the Clallam County Comprehensive Plan is adopted., except for UGA swaps if growth pressures in a particular portion of a UGA exceed capacity, pursuant to the GMA.

(4) *General Land Use Goals and Urban Density Issue.*

(a) [*Policy ~~No. 3~~.*] Urban areas should provide for a balance between commercial growth, employment centers and residential development that ensures livability, preservation of environmental quality, open spaces, variety of housing, provision for high-quality public services at least cost and orderly transitions between land uses within the urban areas.

(b) [*Policy ~~No. 4~~.*] All new residential development within the urban growth area should be at urban densities or be designed to have the capability of being converted to urban densities.

(c) [*Policy ~~No. 5~~.*] Land use designations in the Port Angeles urban growth area have been established to encourage an increase in net densities from their present levels of less than four units per acre to a level of greater than four units per acre. Although densities will vary from neighborhood to neighborhood depending on the carrying capacity of the land, it is desirable to see an overall increase in density within the urban area.

(d) [*Policy ~~No. 6~~.*] Commercial, industrial and high-density residential development make intensive use of land and should be located in areas where sewer and water facilities are already located or can be extended and where critical areas do not limit development.

~~(e) [*Policy No. 7.*] A transfer of development rights (TDR) program should be established with the City of Port Angeles. Under the TDR program, rural areas near the city experiencing downzoning, rural areas where less density would be preferable or areas designated as open spaces to be protected would become TDR sending zones where development rights could be bought from property owners. TDR receiving zones would be established inside the urban growth area including the area inside the City where the development rights could be utilized. Property owners or developers would utilize development rights to increase the density of development inside the UGA above those allowed without transfer rights.~~

~~(f)~~(e) [*Policy ~~No. 8~~.*] The City of Port Angeles should be the primary commercial and service center for the Port Angeles region. Commercial development should be concentrated in the core of the City and in specified regional centers. Further strip development of Highway 101 west of the City should not be allowed in order to reduce congestion on Highway 101 and other arterials of regional significance.

~~(g)~~(f) [*Policy ~~No. 9~~.*] The City should attempt to site industrial activities within the Airport Industrial Park or within the greater urban growth area in order to provide economic opportunities (see Economic Development Policies).

~~(h)~~(g) [*Policy ~~No. 10~~.*] The City's Comprehensive Plan should be modified to add a very low density urban residential designation so that annexing areas with development limitations may retain urban densities appropriate to the natural carrying capacities of the land.

~~(i)~~(h) [*Policy ~~No.~~ 11.*] Multifamily and manufactured home park development should be located within or near urban neighborhood commercial designations in the urban growth area in order to provide efficient access to urban services and to serve as a buffer between commercial development and less dense residential development.

~~(j)~~(i) [*Policy ~~No.~~ 12.*] A range of housing opportunities should be available throughout the urban growth area. The percentage of multifamily housing and manufactured home parks in the unincorporated urban growth area should increase from the present level of 30 percent of the existing housing stock in the unincorporated urban growth area to a goal percentage of at least 35 percent to foster affordable housing opportunities.

(5) *Critical Areas.*

(a) [*Policy ~~No.~~ 13.*] The creeks flowing through the Port Angeles urban growth area should be preserved and enhanced as critical habitat for freshwater and saltwater species of fish. The bottoms and steep-sided ravines associated with each creek should be preserved in a natural state whenever possible to protect the geologically unstable ravine sidewalls and to maintain the filtering properties of the natural vegetation buffering the streams.

(b) [*Policy ~~No.~~ 14.*] Preserve the value and functions of critical areas such as steep-sided creek ravines, bluffs, narrow creek bottoms, wetlands and natural drainage ways by identifying such sites with an open space overlay designation and enacting programs to further protect such critical areas.

(i) Property in critical areas identified in an open space overlay designation would be targeted for public acquisition through voter approval of a general obligation bond or the enactment of conservation futures tax or the enactment of an additional one percent real estate tax on transfer of property.

(ii) Property owners of critical areas identified in an open space overlay designation should be able to qualify for open space taxation regardless of the size of their property.

(iii) Property owners of critical areas identified in an open space overlay designation should be allocated development rights which could be utilized in receiving zones within the urban growth area.

(c) [*Policy ~~No.~~ 15.*] Implementation of the urban growth area should include specific measures to protect the water quality and resources of the creeks flowing through the Port Angeles urban growth area.

(d) [*Policy ~~No.~~ 16.*] Wetlands in the urban growth area serve important functions in the urban area including indirect stormwater storage, filtering water prior to its entry into the Strait and in provision of wildlife habitat and should be protected and retained.

(e) [*Policy ~~No.~~ 17.*] Groundwater resources should be protected through city/county adoption of stormwater and erosion control measures, water quality education programs, and other best management practices which avoid or minimize impacts to groundwater.

(6) *Urban Watershed Management.*

(a) [*Policy ~~No. 18~~*] ♦ Site development, including roads, highways, and bridges, should protect the natural integrity of waterbodies and natural drainage systems.

♦ City of Port Angeles

(i) Avoid conversion, to the extent practicable, of areas that are susceptible to erosion and sediment loss;

(ii) Preserve areas that provide important water quality benefits and/or are necessary to maintain riparian and aquatic habitat;

(iii) Plan, design, and develop sites to limit impervious areas;

(iv) Limit land disturbance activities such as clearing and grading, and cut and fill;

(v) Limit disturbance of natural drainage features and vegetation; and

(vi) Guidance on appropriate pollution prevention practices should be incorporated into site development and use.

(b) [*Policy ~~No. 19~~*] ♦ Where feasible, identify failing residential on-site sewage disposal systems within the City limits, and provide sewer service consistent with the City's Urban Services Ordinance.

♦ City of Port Angeles

(i) *Repealed by* Ord. 584, *1996.*

(c) [*Policy ~~No. 20~~*] ♦ Develop and implement a commercial source control program (e.g., "Business for Clean Water") which offers pollution prevention assessments, reduction strategies, and training materials for the workplace. The program should provide incentives and rewards for businesses which implement new practices to improve pollution prevention associated with their operation.

♦ City of Port Angeles

(d) [*Policy ~~No. 21~~*] ♦ Manage ~~stream corridors~~riparian areas in the urban areas as greenways.

♦ City of Port Angeles

(i) Establish soft trails which connect to the waterfront trail, providing a water-oriented recreational amenity which also focuses on interpretation and protection of local natural resources within the urban environment.

(ii) The City, Port, Elwha S'Klallam Tribe, and County should work cooperatively to educate landowners, fund acquisition of property, and develop amenities while maintaining the natural state of the corridor.

(7) *Valley Creek.* ~~([*Policy No. 22*])~~ ♦ Conduct general habitat improvements, such as revegetation, restoration of channel configuration, and placement of instream structures. Continue rehabilitation of estuarine habitat. Replace or improve culverts to correct fish passage problems.

♦ WA Department of Fish and Wildlife, Port of Port Angeles, City of Port Angeles, Clallam County, Elwha S'Klallam Tribe

(8) *Peabody Creek.*

(a) ~~[~~*Policy ~~No. 23~~*~~]~~ ♦ Target this stream for activities which will improve the ecosystem functions of its lower stretches and complement the good quality found upstream.

♦ City of Port Angeles, Clallam County Elwha S'Klallam Tribe

(b) ~~[~~*Policy ~~No. 24~~*~~]~~ ♦ Use the stream to enhance watershed awareness among urban residents and tourists. Develop enhancement projects which, while not necessarily improving salmon production, could serve multiple objectives related to water quality education, resident fish and wildlife habitat, stormwater management, and recreation and aesthetics.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, City of Port Angeles

(c) ~~[~~*Policy ~~No. 25~~*~~]~~ ♦ Improve fish access to upstream habitat by eliminating blockage under 5th Street and Park Avenue. Create off-channel rearing at Peabody and 5th to improve habitat potential.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, City of Port Angeles

(d) ~~[~~*Policy ~~No. 26~~*~~]~~ ♦ Undertake projects and conduct activities to improve the salmon productivity of this stream.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, City of Port Angeles

(9) *Ennis Creek.* ~~([~~*Policy ~~No. 27~~*~~)]~~ ♦ Revegetate riparian corridors and buffers in residential areas.

♦ City of Port Angeles, Clallam Conservation District

(10) *Transportation.* ~~([~~*Policy ~~No. 28~~*~~)]~~ Improve circulation patterns around the Port Angeles urban growth area (see Figure 10):

(a) Improve east-west circulation patterns in the eastern urban growth area by developing a new east-west local access road to be located south of Highway 101 within the urban growth area. This roadway would provide local residents an alternate means of accessing the urban area from the east, would provide an emergency route around the sole eastern access point of Highway 101 and would take local traffic off of Highway 101 during congested periods.

(b) Encourage improvements to the circulation patterns within the City, including rerouting of truck traffic from Front and 1st Streets.

(c) See Paths, Trails and Sidewalk policies in CCC 31.04.115.

~~(11) *Open Space and Greenbelts.* ([*Policy No. 29*])~~ The City shall designate greenbelts within the urban growth area. Areas that should be considered include all of the creek ravines. ~~(See Figure 22 for critical habitat corridors.)~~

~~(12)~~(11) *Public Services, Facilities and Urban Development Standards.*

(a) [*Policy ~~No.~~ 30.*] The City, Public Utility District, and the County should agree on water service boundaries and identification of service providers within the urban growth area. Individual or private community water within the UGA should be prohibited for new land divisions. All urban services should be provided by the City of Port Angeles; however, water and electric service may be provided by the Public Utility District pursuant to a UGA Urban Services and Development Agreement with the City until annexation occurs.

(b) [*Policy ~~No.~~ 31.*] All new subdivisions within the urban growth area shall be connected to the City's sewer system; provided, however, that the interceptor facilities may be provided by the PUD pursuant to a UGA Urban Services and Development Agreement with the City until annexation occurs.

(c) [*Policy ~~No.~~ 32.*] All new subdivisions and other developments within the urban growth area shall be provided with improvements constructed to City of Port Angeles standards. The city development standards should include roads, sidewalks, water, sewer, lot area, lot shape, setbacks, and land uses.

(d) [*Policy ~~No.~~ 33.*] The County and City should prohibit development within the urban growth area if it is not built to urban standards, including the prohibition of rural density subdivisions with individual wells.

(e) [*Policy ~~No.~~ 34.*] New or expanding commercial and industrial development should conform to ~~newly developed~~ landscaping and design requirements to enhance the appearance and traffic access characteristics of commercial and industrial sites inside the urban growth area. ~~The City and the County should work together to develop landscaping and design guidelines which would provide consistent guidelines to developers along the Highway 101 corridor.~~ Grant funding and public/private cooperation should be sought to assist in upgrading landscaping, building facade improvements, improving roadside landscaping, and to provide vegetative screening of the industrial areas bordering Highway 101.

(f) [*Policy ~~No.~~ 35.*] New stoplights utilized for access to commercial developments should only be located at intersections of Highway 101 and major arterials in order to allow Highway 101 to be an efficient conveyor of traffic.

(g) [*Policy ~~No.~~ 36.*] Public parkland dedications or fees in lieu of dedication should be required for new development within the urban growth area to provide recreational parkland for residents of such development.

~~(13)~~(12) *General Land Use Policies.*

(a) [*Policy ~~No.~~ 37.*] Regional serving, large scale, commercial development in the unincorporated Port Angeles urban area should be located at regional commercial center development sites clustered around the traffic light on Highway 101 near Walmart ~~near the existing K-Mart Plaza Highway 101~~ and other appropriate areas along Highway 101 as may be approved by the County through required land use decision-making processes.

(i) Urban regional commercial centers may extend up to 1,000 feet in depth from the highway in order to facilitate the location of businesses requiring large sites and are located at the intersections of major arterials or existing traffic lights to facilitate traffic entering and exiting the development. Urban regional

commercial centers would contain businesses serving the entire County. Uses would include major regional malls, grocery superstores, large scale auto malls, cinemas, motels, hotels, and large scale restaurants.

(ii) Upon establishment of urban regional commercial centers, subdivision of such sites should be limited either to binding site plans or to parcels sizes greater than 20 acres in order to retain large parcels for future development of region-serving commercial enterprises. Land uses of limited duration which would allow developers to retain property in large parcels while receiving revenues in the short term should be allowed to encourage retention of sites in large parcel size.

(b) ~~[~~*Policy ~~No.~~ 38.~~]~~* Commercial land uses supplying neighborhood and subregional needs in the watershed will continue to be found on both sides of Highway 101 between the City limits and the K-Mart Plaza urban regional commercial center. These areas will be designated for urban neighborhood commercial land use recognizing the continued viability of existing, well-established residential neighborhoods to the north and south of Highway 101 and avoiding the creation of a large continuous strip of intense commercial development which would heavily impact neighborhoods and diminish the viability of Highway 101 as an efficient conveyor of traffic. The existing strip commercial nature of these areas will be reduced through the following methods:

- Allowing for commercial land uses which support and are compatible with the adjacent residential neighborhoods; and

- Allowing mixed uses including multifamily residential development of commercial properties which do not front on Highway 101; and

- Allowing second story residential apartments over commercial uses; and

- Encouraging the use of a native materials and consistent architectural styles within neighborhood commercial districts; and

- Enhancing the natural stream ravines of Lee's Creek and Ennis Creek as greenway buffers between neighborhood business districts and for use as waterfront trail access points to encourage the use of alternative modes of travel to access the commercial core of Port Angeles.

~~(c) [~~*Policy ~~No.~~ 39.~~]~~* The character of structures in urban neighborhood commercial categories of land use should be small scale (less than 10,000 square feet per building) in order to fit in with associated residential land uses. Land uses directed from neighborhood commercial sites to regional commercial or industrial sites would include hotels, motels, superstore-sized grocery centers, large scale retail, large scale wholesale, manufacturing, mineral extraction, wrecking yards, salvage and crushing operations. ~~Land uses in neighborhood commercial areas should be limited to those which serve the needs of the associated neighborhoods and would include the following:~~

~~(d) Small scale restaurants, gift shops, antique stores, gas stations and vehicle repair;~~

~~(e)~~

~~(f) Local community services such as professional offices, barbers, taverns;~~

~~(g) Small scale retail uses serving the local population such as convenience grocery, etc.;~~

~~(h)~~

~~(i) Fully screened mini-storage;~~

~~(j)~~

~~(k) Second story apartments and off-highway multifamily housing;~~

~~(l)~~

~~(m) Small scale employment centers and public buildings.~~

~~(n)~~(c) ~~[~~*Policy ~~No.~~ 40.~~]~~ The existing strip development of Highway 101 in the eastern portion of the Port Angeles urban growth area should not extend more than 600 feet to the north or south of the highway in order to limit the impacts of this development on adjacent, well established, residential neighborhoods.

~~(o)~~(d) ~~[~~*Policy ~~No.~~ 41.~~]~~ Undeveloped portions of Highway 101 in the western portion of the urban growth area should be carefully planned to prevent the establishment of a narrow strip commercial development pattern. When commercial land use demand increases in the western urban growth area, consideration should be given to the establishment of an urban regional commercial center at an arterial intersection with Highway 101.

~~(14)~~(13) *Joint Planning.*

(a) ~~[~~*Policy ~~No.~~ 42.~~]~~ ~~The City of Port Angeles and Clallam County jointly developed the plan for the urban growth area. City representatives served on every committee which developed the various elements of the plan.~~ The City and County should review their comprehensive plans and coordinate future amendments so that the plans are, and continue to be, consistent with each other.

(b) ~~[~~*Policy ~~No.~~ 43.~~]~~ The City and County shall maintain and update the ~~develop and agree upon a~~ phased annexation plan consistent with the extension of urban services to the annexed areas prior to the approval of any urban growth within the Port Angeles urban growth area that requires extension of sewer or water facilities. A further condition of urban growth within the unincorporated Port Angeles growth area shall be the development and execution of UGA Urban Services and Development Agreements for sewer and/or water facilities by the City of Port Angeles and Clallam County PUD.

31.04.320 Gales Addition neighborhood – Port Angeles urban growth area – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Gales Addition neighborhood is located within the narrow confines of the area between Highway 101 and the Strait. The neighborhood has a distinctly residential character with most residences located north of Pioneer Road. While the commercial businesses on Highway 101 ~~provide needed neighborhood services, the neighborhood would like to retain its essentially residential character~~

by ensuring that commercial development does not encroach north of an east-west line established at the intersection of Gales Street and Pioneer Road (see land use section for goal addressing commercial development in Gales Addition).

The neighborhood is also concerned with the proliferation of old, substandard, single-wide mobile homes being installed on substandard sized lots within the neighborhood. Although the County is limited in its ability to control this problem, the neighborhood may want to investigate the use of privately enforced covenants and the formation of a homeowners' association. Such an organization could be formed and utilize self regulation to reduce future problems in areas that had agreed to be bound by a covenant.

Concerns over smoke produced by the pulp mill located near the eastern boundary of the city were also a chief concern of many neighborhood residents. Certain weather and wind patterns can create breathing and health problems.

Failing on-site sewage disposal systems are a problem in this neighborhood with an aging housing stock, limited maintenance and poor soils. Clallam County should develop an education program to make homeowners and rental managers aware of low cost loans available through the water quality cleanup fund (see rural land section for policies addressing on-site sewage disposal repair).

The neighborhood also lacks neighborhood parks (see public facility section for goal addressing neighborhood parks).

(2) *Boundary.* [~~[~~*Policy ~~No. 1~~*]] The Gales Addition neighborhood is bounded by the city limits to the west, Lee's Creek to the east, Highway 101 to the south and the Strait to the north.

(3) *Land Uses.*

(a) [*Policy ~~No. 2~~*] An urban neighborhood commercial land use designation shall be established in the area between Highway 101 and an east-west line established at the intersection of Gales Street and Pioneer Road. ~~The large grocery store at the northwest corner of Gales Street and Highway 101 is an important neighborhood serving business and although it is oversized to serve a purely neighborhood need it should be allowed to expand on this site if needed to retain this use in the neighborhood.~~

(b) [*Policy ~~No. 3~~*] Urban moderate density land use shall be established in the area between the urban neighborhood commercial designation and an east-west extension of 7th Avenue. This designation would allow redevelopment of moderate density dwellings within walking distance of public transit on Highway 101 and provide affordable housing opportunities for area residents.

(c) [*Policy ~~No. 4~~*] The area north of an east-west extension of 7th Avenue shall be designated urban low density residential which allows up to nine units per acre and is usually a mix of single-family and duplex units. This designation supports the current single-family residential character of this portion of the neighborhood.

(d) [*Policy ~~No. 5~~*] The creek ravines should be designated for urban very low residential densities with an open space overlay zone to indicate that they are areas which will be targeted for transfer of development rights in order to further protect these largely unbuildable sites and allow them to remain in a natural state. ~~Allowing for transfer of development rights addresses the issue of a taking occurring when minimal~~

development will be allowed.

(4) *Critical Areas.*

(a) [*Policy ~~No. 6~~.] The steep-sided creek ravines and creek bottom lands of Ennis and Lee's Creek as well as the marine bluffs on the Strait should be protected for public safety, maintenance of water quality and as linear wildlife corridors through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments before they reach streams and shorelines and provide critical habitat for eagles, falcons, and other birds utilizing trees for perch or nesting. Allowing transfer of development rights from these areas and providing open space tax benefits to owners will further the protection of these critical areas.

(b) [*Policy ~~No. 7~~.] Stormwater runoff is causing considerable bluff-front gully erosion and deposition. Controlling the scale of commercial development in urban neighborhood commercial land use designations located on Highway 101 should limit the impacts of stormwater on adjacent residential developments to the north. When developments are reviewed, maintenance of natural water control in the form of wetlands should be a prime concern along with ensuring on-site retention and slow release of stormwater from urban development.

(5) *Lee's Creek.*

(a) [*Policy ~~No. 8~~.] ♦ Conduct periodic cleanups of the stream corridor. Utilize neighborhood volunteers, and publicize their efforts. Identify dumping sites, and post with a sign indicating the presence of the stream and that the cleanup was conducted by neighborhood residents.

♦ WSU-Cooperative Extension, Clallam County, City of Port Angeles

(b) [*Policy ~~No. 9~~.] ♦ Create a focal point in the lower, urban reach of the stream – with a bench area, waste disposal, vegetation, signage – to draw attention to the site as a community resource and a source of neighborhood pride.

♦ City of Port Angeles, Clallam County

~~(c) [Policy No. 10.] ♦ Correct the blockage to fish passage at the culverts at the mouth and under Highway 101. Install a fish ladder or new culvert to enable fish to reach above the highway, even in low-flow months. Reestablish vegetation.~~ Continue to pursue removal of blockages to fish passage and reestablish vegetation.

♦ WA Department of Fish and Wildlife, WA Department of Transportation, Clallam County

(6) *Ennis Creek.* ~~([Policy No. 11)]~~ ♦ Revegetate riparian corridors and buffers in residential areas.

♦ City of Port Angeles, Clallam Conservation District

(7) *Public Services and Facilities.*

(a) [*Policy ~~No. 12~~.] Water service is provided in this portion of the urban growth area by the PUD and the City. Further land divisions should be permitted only when PUD or City water is extended pursuant to a UGA

Urban Services and Development Agreement or upon annexation.

(b) ~~[~~*Policy ~~No.~~ 13.~~]~~* Sewer service is not available in this portion of the urban growth area. There are areas of poor soils with limitations for on-site sewage disposal systems. The City of Port Angeles should provide sewer service to new land divisions in Gales Addition under utility extension agreements or upon annexation.

(8) *Open Space and Greenbelts.*

(a) ~~[~~*Policy ~~No.~~ 14.~~]~~* The steep-sided creek ravines and marine bluffs form a natural greenbelt for this neighborhood.

(b) ~~[~~*Policy ~~No.~~ 15.~~]~~* Public access along the saltwater shoreline should be encouraged through development of public access corridors to the waterfront trail at Lee's and Ennis Creek and completion of this section of the waterfront trail.

(9) *Transportation.*

(a) ~~[~~*Policy ~~No.~~ 16.~~]~~* Access to the Gales Addition neighborhood is ~~good with~~provided by three major access points~~,~~ Monroe Road, Gales Street and Baker Street. With continued development additional measures to ensure good access may be necessary.

(b) ~~[~~*Policy ~~No.~~ 17.~~]~~* The shoulder on Highway 101 is too narrow for safe bicycle transportation into Port Angeles. This highly hazardous situation should be corrected to allow for increased transportation options and urban bicycle commuting.

(c) ~~[~~*Policy ~~No.~~ 18.~~]~~* Completion of the waterfront trail and feeder connection to the trail at Ennis and Lee's Creek would provide an important transportation option for the Gales Addition neighborhood.

(d) ~~[~~*Policy ~~No.~~ 19.~~]~~* Additional bus stops are needed to serve this neighborhood. Locational studies should be undertaken by Clallam Transit.

31.04.330 Lee's Creek neighborhood – Port Angeles urban growth area – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Lee's Creek neighborhood is located within the narrow confines of the area between Highway 101 and the Strait. The neighborhood has a distinctly low density residential character with most residences located north of Myrtle Street. Average density is less than two units per acre due to large areas being in wetlands. It is unlikely that densities higher than two units per acre could be supported north of Columbia Street due to the number of developed parcels and the unbuildable nature of much of the remaining land.

The neighborhood has several large wetlands which must be protected and retained in order to control the volume of stormwater which is currently being generated from commercial development near Highway 101. A 20-acre wetland site on Brook Avenue was recently purchased by a neighborhood landowner in order to protect this area in its natural state. In addition, drainage ditches in the fields west of Brook Avenue and on Bay Street and Larch Avenue must be regularly maintained as they tend to become blocked and cause road damage in high

rainfall events.

The appearance of the commercial area near Highway 101 concerns neighborhood residents. They support efforts to upgrade the appearance of Highway 101 with street trees, landscaping and new neighborhood scale businesses along the neighborhood commercial corridor. Providing for a mix of moderate density residential in the neighborhood commercial areas would enhance the trend already apparent in this neighborhood. While the commercial businesses on Highway 101 provide needed neighborhood services, the neighborhood would like to retain its essentially residential character by ensuring that commercial development does not encroach north of an east-west line extending from either end of Myrtle Street. The Lee's Creek neighborhood does not want to develop like the hospital area in Port Angeles and see commercial businesses force residential dwelling from the neighborhood (see land use section for goal addressing commercial development in Lee's Creek).

Egress from the Lee's Creek neighborhood is becoming increasingly difficult due to heavy traffic volumes on Highway 101. Realignment of Larch Avenue to bring it in line with Mt. Pleasant Road at the lighted intersection would ease this problem. Raised medians should be used to protect the left turn lane at Brook Avenue as many people are utilizing the turn lane as an acceleration lane creating the possibility for head-on collisions.

The neighborhood also lacks neighborhood parks (see public facility section for goal addressing neighborhood parks).

(2) *Boundary.* ~~*[Policy No. 1]*~~ The Lee's Creek neighborhood is bounded by Lee's Creek to the west, the top of the Morse Creek Ravine to the east, Highway 101 to the south and the Strait to the north.

(3) *Land Uses.*

(a) ~~*[Policy No. 2.]*~~ An urban neighborhood commercial land use designation shall be established in the area between Highway 101 and an east-west line extended from Myrtle Street.

(b) ~~*[Policy No. 3.]*~~ An urban commercial center land use designation will be established on both sides of Highway 101 to incorporate the K-Mart Plaza, businesses currently fronting on Oakridge Drive and Acorn Lane, and the area north of View Vista Mobile Park on the south side of Highway 101. The urban center should not be expanded beyond these limits in this planning time frame to protect residential properties to the north which have been impacted by stormwater runoff from current Highway 101 development.

(c) ~~*[Policy No. 4.]*~~ Urban moderate density land use shall be established in the area between Hazel Street and the topographic break just south of Myrtle. This designation would allow redevelopment of moderate density dwellings within walking distance of public transit on Highway 101 and provide affordable housing opportunities for area residents.

(d) ~~*[Policy No. 5.]*~~ The area north of Myrtle and Hazel Streets shall be designated urban very low density which allows up to two units per acre and is usually a mix of single-family and duplex units. This designation supports the current single-family residential character of this portion of the neighborhood and protects critical areas.

(e) ~~*[Policy No. 6.]*~~ The ravines of Lee's Creek and Morse Creek should be designated for urban very low residential densities with an open space overlay zone to indicate that they are areas which will be targeted for transfer of development rights in order to further protect these largely unbuildable sites and allow them to

remain in a natural state. Allowing for transfer of development rights addresses the issue of a taking occurring when minimal development will be allowed.

(4) *Critical Areas.*

(a) [*Policy ~~No. 7~~.*] The steep-sided creek ravines and creek bottom lands of Morse and Lee's Creek as well as the marine bluffs on the Strait should be protected for public safety, maintenance of water quality and as linear wildlife corridors through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments before they reach streams and shorelines and provide critical habitat for eagles, falcons, and other birds utilizing trees for perch or nesting. Allowing transfer of development rights from these areas and providing open space tax benefits to owners will further the protection of these critical areas.

(b) [*Policy ~~No. 8~~.*] Stormwater runoff is causing considerable bluff-front gully erosion and deposition. Controlling the scale of commercial development in urban neighborhood commercial land use designations located on Highway 101 should limit the impacts of stormwater on adjacent residential developments to the north. When developments are reviewed, maintenance of natural water control in the form of wetlands should be a prime concern along with ensuring on-site retention and slow release of stormwater from urban development.

(c) [*Policy ~~No. 9~~.*] Neighborhood residents controlling wetland areas should be encouraged to examine the feasibility of a conservation easement on these lands to retain wetlands and to provide tax advantages to the owners.

(5) *Lee's Creek.*

(a) [*Policy ~~No. 10~~.*] ♦ Conduct periodic cleanups of the stream corridor. Utilize neighborhood volunteers, and publicize their efforts. Identify dumping sites, and post with a sign indicating the presence of the stream and that the cleanup was conducted by neighborhood residents.

♦ WSU-Cooperative Extension, Clallam County, City of Port Angeles

(b) [*Policy ~~No. 11~~.*] ♦ Create a focal point in the lower, urban reach of the stream – with a bench area, waste disposal, vegetation, signage – to draw attention to the site as a community resource and a source of neighborhood pride.

♦ City of Port Angeles, Clallam County

(c) [*Policy ~~No. 12~~.*] ♦ Correct the blockage to fish passage at the culverts at the mouth and under Highway 101. Install a fish ladder or new culvert to enable fish to reach above the highway, even in low-flow months. Reestablish vegetation.

♦ WA Department of Fish and Wildlife, WA Department of Transportation, Clallam County

(d) [*Policy ~~No. 13~~.*] ♦ Provide information, technical assistance, and funding through Consolidated Farm Services Agency, to restrict livestock access.

♦ Clallam Conservation District

(6) *Morse Creek.*

(a) [*Policy ~~No.~~ 14.*] ♦ Assign high priority to Morse Creek for restoration efforts due to potential for salmon habitat. Build support for restoration activities among agencies, organizations, and residents.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam County

(b) [*Policy ~~No.~~ 15.*] ♦ Focus education and technical assistance on the lower two miles of this creek. Discourage residents from "cleaning" the riparian corridor. Provide landowners with information about shoreline management, riparian corridors, flood management, and other pertinent issues. Provide technical assistance to insure that existing habitat is protected. Revegetate with stabilizing plants; create established view corridors to minimize expansion of clearing for views. Pursue development of off-channel fish habitat.

♦ Clallam Conservation District, WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, WA Department of Fish and Wildlife

(c) [*Policy ~~No.~~ 16.*] ♦ Because fish populations in this stream are particularly vulnerable to habitat degradation, establish limitations on surface water withdrawals to maintain optimum instream flow for fish. Encourage water conservation during low-flow months.

♦ WA Department of Ecology, Clallam County, City of Port Angeles, Clallam County, PUD #1 of Clallam County

(7) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 17.*] Water service is provided in this portion of the urban growth area by the PUD. Further land divisions should be permitted only when PUD or City water is extended pursuant to a UGA Urban Services and Development Agreement or upon annexation.

(b) [*Policy ~~No.~~ 18.*] Sewer service is not available in this portion of the urban growth area. There are areas of poor soils with limitations for on-site sewage disposal systems. The City of Port Angeles should provide sewer service to new land divisions in Lee's Creek neighborhood under utility extension agreements or upon annexation.

(c) [*Policy ~~No.~~ 19.*] Pollution from failing sewage systems should be addressed. Many soils in Lee's Creek neighborhood are poorly suited to on-site sewage disposal systems and many systems are in need of repair or replacement. Clallam County should develop an education program to make homeowners and rental managers aware of low cost loans available for on-site sewage disposal system repair or replacement through the Water Quality Cleanup Fund.

(8) *Open Space and Greenbelts.*

(a) [*Policy ~~No.~~ 20.*] The steep-sided creek ravines and marine bluffs form a natural greenbelt for this neighborhood.

(b) *[Policy ~~No.~~ 21.]* Owners of wetlands, marine bluffs and ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay should receive the advantage of qualifying for open space taxation regardless of property size.

(c) *[Policy ~~No.~~ 22.]* Public access along the saltwater shoreline should be encouraged through development of public access corridors and feeder trails to the waterfront trail at Lee's Creek ~~and completion of this section of the waterfront trail.~~

(9) *Transportation.*

(a) *[Policy ~~No.~~ 23.]* Realignment of Larch Avenue to bring it in line with Mt. Pleasant Road at the lighted intersection would ease the egress problems from this neighborhood.

(b) *[Policy ~~No.~~ 24.]* Raised medians should be used to protect the left turn lane at Brook Avenue as many people are utilizing the turn lane as an acceleration lane creating the possibility for head on.

(c) *[Policy ~~No.~~ 25.]* The shoulder on Highway 101 is too narrow for safe bicycle transportation into Port Angeles. This highly hazardous situation should be corrected to allow for increased transportation options and urban bicycle commuting.

(d) *[Policy ~~No.~~ 26.]* Completion of the waterfront trail and feeder connection to the trail at Lee's Creek would provide an important transportation option for the people commuting from the Lee's Creek neighborhood.

31.04.340 4 Seasons neighborhood – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The 4 Seasons neighborhood is located within the ravine of Morse Creek. It consists of two urban density subdivisions, 4 Seasons Park and 4 Seasons Ranch. Open space amenities were designed into both subdivisions. 4 Seasons Ranch has a nine-hole golf course bordering Morse Creek which provides views of open space from many of the residences in the Ranch. Stables and pasture are available to area residents that own horses. 4 Seasons Park has open space bordering Morse Creek. Neighborhood concerns include flooding of Morse Creek, hilltop development visible from the Ranch, road failures near the entrance to 4 Seasons Park, traffic access and noise from Highway 101. The neighborhood is almost totally residential with the single exception of a real estate sales office. 4 Seasons Ranch is nearly built out while 4 Seasons Park has more vacant lots for sale. Average density is over four units per acre with many lots under 10,000 square feet in size.

The neighborhood has a strong desire to retain its residential character and maintain the scenic views available of the mountains from these developments. Commercial development on Highway 101 is not a preferred land use. The appearance of the Highway 101 corridor through the Morse Creek curve is excellent. State-owned right-of-way contributes to this natural appearance and should be retained. The State right-of-way at the entrance to 4 Seasons Ranch could be utilized as a park site along the waterfront trail.

The waterfront trail from Port Angeles will utilize the old railroad right-of-way providing this neighborhood with excellent bicycle access to downtown Port Angeles. Commuters utilizing this trail to access downtown from 4 Seasons would likely experience travel times equal to cars traveling to the same point utilizing Highway 101.

Egress from the 4 Seasons is becoming increasingly difficult due to heavy traffic volumes on Highway 101. Installation of a traffic light at Deer Park might improve this situation.

(2) *Boundary. ([Policy No. 1])* The 4 Seasons neighborhood is bounded by the ravine walls of Morse Creek.

(3) *Land Uses.*

(a) *[Policy ~~No. 2~~]* Rural density development of up to one unit per acre should be permitted within the developed portions of 4 Seasons neighborhood which is in accord with current development patterns.

(b) *[Policy ~~No. 3~~]* Further commercial land use should not be allowed in the Morse Creek curve to protect the scenic nature of this gateway entrance into Port Angeles and to prevent the potential for extreme traffic problems in this tight curve.

(c) *[Policy ~~No. 4~~]* The steep, unstable slopes of the Morse Creek Ravine should be designated for urban very low residential densities with an open space overlay zone to indicate that they are areas which will be targeted for transfer of development rights in order to further protect these largely unbuildable sites and allow them to remain in a natural state. Allowing for transfer of development rights addresses the issue of a taking occurring when minimal development will be allowed.

(4) *Critical Areas.*

(a) *[Policy ~~No. 5~~]* The steep-sided creek ravines and creek bottom lands of Morse Creek should be protected for public safety, maintenance of water quality and as ~~linear wildlife corridors~~fish and wildlife habitat conservation areas through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments before they reach streams and shorelines and provide critical habitat for eagles, falcons, and other birds utilizing trees for perch or nesting. Allowing transfer of development rights from these areas and providing open space tax benefits to owners will further the protection of these critical areas.

(b) *[Policy ~~No. 6~~]* Stormwater runoff is causing considerable bluff-front gully erosion and deposition. Controlling the scale of commercial development in urban neighborhood commercial land use designations located on Highway 101 should limit the impacts of stormwater on adjacent residential developments to the north. When developments are reviewed, maintenance of natural water control in the form of wetlands should be a prime concern along with ensuring on-site retention and slow release of stormwater from urban development.

(5) *Morse Creek.*

(a) *[Policy ~~No. 7~~]* ♦ Assign high priority to Morse Creek for restoration efforts due to potential for salmon habitat. Build support for restoration activities among agencies, organizations, and residents.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam County

(b) [*Policy ~~No.~~ 8.*] ♦ Focus education and technical assistance on the lower two miles of this creek. Discourage residents from "cleaning" the riparian corridor. Provide landowners with information about shoreline management, riparian corridors, flood management, and other pertinent issues. Provide technical assistance to insure that existing habitat is protected. Revegetate with stabilizing plants; establish view corridors. Pursue development of off-channel fish habitat.

♦ Clallam Conservation District, WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, WA Department of Fish and Wildlife

(c) [*Policy ~~No.~~ 9.*] ♦ Encourage the Four Seasons Homeowners' Association to "adopt" the creek, by assuming some responsibility for observation and monitoring of creek conditions, restoration projects, and pollution prevention. Publicize their positive efforts.

♦ WSU-Cooperative Extension, Clallam County

(d) [*Policy ~~No.~~ 10.*] ♦ Because fish populations in this stream are particularly vulnerable to habitat degradation, establish limitations on surface water withdrawals to maintain optimum instream flow for fish. Encourage water conservation during low-flow months.

♦ WA Department of Ecology, Clallam County, City of Port Angeles, PUD #1 of Clallam County

(6) *Public Services and Facilities.*

(a) *Repealed by* Ord. 584, *1996.*

(b) *Repealed by* Ord. 584, *1996.*

(c) [*Policy ~~No.~~ 13.*] Pollution from failing sewage systems should be addressed. Septic systems in 4 Seasons Park and the community system in 4 Seasons Ranch should be carefully monitored to ensure that no untreated materials reach Morse Creek or the Strait. Clallam County should develop an education program to make homeowners aware of low-cost loans available for on-site sewage disposal system repair or replacement through the Water Quality Cleanup Fund.

(7) *Open Space and Greenbelts.*

(a) [*Policy ~~No.~~ 14.*] The steep-sided creek ravines, Morse Creek bottoms, the golf course and marine shoreline form natural greenbelts for this neighborhood.

(b) [*Policy ~~No.~~ 15.*] Owners of wetlands, marine bluffs and ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay should receive the advantage of qualifying for open space taxation regardless of property size.

~~(c) [*Policy No. 16.*] Public access along the saltwater shoreline should be encouraged through completion of this section of the waterfront trail.~~

(8) *Transportation.*

(a) ~~[Policy No. 17.]~~ Development of a new east-west local access road providing an additional entry point into the Port Angeles area from the east could relieve some of the traffic congestion at the Morse Creek curve.

(b) *Repealed by* Ord. 584, *1996.*

31.04.400 Fairview neighborhood – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Fairview neighborhood is located between Highway 101 and the Strait and is bounded to the west and east by Morse Creek and Siebert Creek. Commercial and industrial uses at the intersection of Highway 101 and Buchanan Drive include a restaurant, the Gun Club and the large gravel pit just north of the Gun Club. The Bluffs subdivision, Cedar Glen subdivision and an area of one acre lots on upper Lake Farm Road are found within this neighborhood and have developed at urban densities. As of July 1, 1990, existing areas of more intensive rural development at the Bluffs and Cedar Glen subdivision are clearly identifiable and contained with logical boundaries delineated predominately by the built environment and these urban density subdivisions will be designated as rural suburban communities and expansion of these areas beyond their present boundaries will be limited. Average density outside of the areas designated for rural suburban community land use would be one home per five acres.

The neighborhood contains several large wetlands which must be protected and retained. Other critical areas in the neighborhood include Bagley Creek, Siebert Creek, the marine bluff and erosion hazard areas between Gasman Road and Lake Farm Road.

The appearance and functionality of the commercial area near Highway 101 concerns neighborhood residents. Survey results from the area-wide questionnaire would indicate that area residents would support the Deer Park Gateway concept to upgrade the appearance of Highway 101 with street trees, landscaping and better intersection traffic control.

Access to residential properties north of Highway 101 is a problem due to the deficient nature of Lake Farm Road and North Bagley Creek Road. Egress from Buchanan Drive onto Highway 101 is also becoming difficult due to increased commercial activity in the area.

(2) *Boundary (Policy 1).* The Fairview neighborhood is located between Highway 101 and the Strait and is bounded to the west by Morse Creek and to the east by Siebert Creek.

(3) *Land Uses.*

(a) *Policy 2.* A rural limited commercial land use designation shall be established at the Deer Park intersection with US 101.

(b) *Policy 3.* A rural suburban residential land use will be established on the north side of the rural limited commercial land use along Cedar Park Drive. This designation recognizes current densities and encourages infill development.

(c) *Policy 4.* Rural suburban community designations will be established for the Bluffs subdivision and Cedar Glen subdivision. This designation will not expand beyond these boundaries to ensure that urban density growth occurs within urban growth areas.

(d) *Policy 5.* Rural neighborhood conservation designations will be established along US 101 to the eastward extension of Levig Road. The rural neighborhood conservation designation will terminate near the ridge on Lake Farm Road. Rural neighborhood conservation land use will also be found near Old Olympic Highway and in the area near lower Gasman Road.

(e) *Policy 6.* Rural low density land use is found in the erosion hazard areas located between Gasman Road and Lake Farm Road.

(f) *Policy 7.* Rural character conservation designations border the Strait in the area of the old lakebed, in the Green Point/Siebert Creek Road area and between Levig Road and Old Olympic Highway.

(4) *Critical Areas.*

(a) *Policy 8.* The steep-sided creek ravines and creek bottom lands of Siebert and Bagley Creeks as well as the marine bluffs on the Strait should be protected for public safety, maintenance of water quality and as linear wildlife corridors through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments before they reach streams and shorelines and provide critical habitat for eagles, falcons, and other birds utilizing trees for perch or nesting. Allowing transfer of development rights from these areas and providing open space tax benefits to owners will further the protection of these critical areas.

(b) *Policy 9.* Stormwater runoff is causing considerable bluff-front gully erosion and deposition. Controlling the scale of commercial development on Highway 101 should limit the impacts of stormwater on adjacent residential developments to the north. When developments are reviewed, maintenance of natural water control in the form of wetlands should be a prime concern along with ensuring on-site retention and slow release of stormwater from development.

(c) *Policy 10.* Several large wetlands are located in the Fairview area including those north of Lake Farm Road, at Fairview, near the State Patrol building, at the entrance to Gasman Road and at Green Pointe. Neighborhood residents controlling wetland areas should be encouraged to examine the feasibility of conservation easements on these lands to retain wetlands and to provide tax advantages to the owners.

(5) *Bagley Creek.*

(a) *Policy 11.* ♦ Monitor the fill crossing of Bagley Creek in R5W T30 S34 for the effectiveness of erosion control measures.

♦ WA Department of Fish and Wildlife, Clallam County

(b) *Policy 12.* ♦ Improve fish access by removing blockages and replacing culverts where needed.

♦ WA Department of Fish and Wildlife, Clallam County

(6) *Siebert Creek.*

(a) *Policy 13.* Persuade a landowner or landowners with greater than 10 percent ownership of the subwatershed to sponsor a watershed analysis of the Siebert Creek subwatershed. The analysis should utilize methodology consistent with the DNR's watershed analysis for cumulative effects.

Clallam Conservation District, WA Department of Natural Resources

(b) *Policy 14.* Remove obstacles to fish passage in Siebert Creek by replacing culverts at Old Olympic Highway when the new bridge crossing is constructed, eliminating the concrete fish ladder at Old Olympic Highway, and correcting similar problems wherever they are identified.

WA Department of Fish and Wildlife, Clallam County

(c) *Policy 15.* Continue maintenance and corrective actions at Siebert Creek slides and ensure continued stabilization of sediment spoils.

WA Department of Natural Resources

(7) *Public Services and Facilities.*

(a) *Policy 16.* Water service is provided to this neighborhood by the PUD.

(b) *Repealed by* Ord. 584, *1996.*

(8) *Open Space and Greenbelts.*

(a) *Policy 18.* The steep-sided creek ravines and marine bluffs form a natural greenbelt for this neighborhood. Open space will occur as a result of wetland protection, stream buffering and rural character conservation development which requires large, rural sized lots to be retained in rural areas.

(b) *Policy 19.* Owners of wetlands, marine bluffs and ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay should receive the advantage of qualifying for open space taxation regardless of property size.

(9) *Transportation.*

(a) *Policy 20.* Old Olympic Highway is scheduled for widening in the six-year plan. This widening effort will also correct the alignment at Siebert Creek and provide shoulders wide enough for safe bicycle travel.

(b) *Repealed by* Ord. 584, *1996.*

(c) *Policy 22.* Clallam County should continue to seek funds to connect the waterfront trail from the Morse Creek overlook to Old Olympic Highway as this would complete a safe bicycle route between Port Angeles and Sequim.

(d) *Policy 23.* Clallam County should examine the feasibility of connecting Lake Farm Road to Gasman Road to relieve congestion on Highway 101.

(e) *Policy 24.* The WSDOT should retain ownership of parcels bordering Highway 101 as they add to its scenic quality, and provide areas for transit pullouts and for rest areas.

31.04.410 Deer Park neighborhood – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Deer Park Neighborhood is located south of Highway 101 and is bounded to the west and east by Morse Creek and Siebert Creek. Commercial uses near Deer Park include the Deer Park Cinema and approximately 30 acres of additional undeveloped commercial land. View Ridge subdivision and the upper portion of 4 Seasons Park are located on the west side of Deer Park. Average would be less than one home per five acres. There are large areas of undeveloped land between Deer Park and O'Brien Roads which provide a unique opportunity to utilize a type of planned unit development which could conserve rural character to a far greater extent than the conventional zoning currently allowed.

The neighborhood contains several large wetland complexes which must be protected. Other critical areas in the neighborhood include Bagley Creek, Siebert Creek and the erosion hazard areas south of Township Line Road.

The appearance and functionality of the commercial area near Highway 101 concerns neighborhood residents. Survey results from the area-wide questionnaire would indicate that area residents would support the Deer Park Gateway concept to upgrade the appearance of Highway 101 with street trees, landscaping and better intersection traffic control.

Egress from Deer Park Road and O'Brien Road can be hazardous. Improvements to both intersections will be needed to maintain safety.

(2) Boundary *(Policy 1).* The Deer Park neighborhood is located south of Highway 101 and is bounded to the west and east by Morse Creek and Siebert Creek.

(3) *Land Uses.*

(a) *Policy 2.* A rural limited commercial land use designation shall be established at the Deer Park intersection with US 101.

(b) *Policy 3.* A rural suburban density residential land use will be established southwest of the commercial center west of Deer Park Road. This designation recognizes current densities and encourages infill development.

(c) *Policy 4.* Public land use designations will be established on State-owned land in the area of the US 101 right-of-way northwest of Deer Park Cinema.

(d) *Policy 5.* A rural limited commercial designation will be established for the commercial area just east of O'Brien Road. This designation will allow the commercial and industrial uses found in this area to continue but the outer bounds of this designation will not be expanded to control urban type growth in rural areas.

(e) *Policy 6.* Rural neighborhood conservation designations will be established along US 101 eastward to just beyond Sutter Road and in the area surrounding the rural limited commercial designation east of O'Brien Road. These two rural neighborhood conservation designations will terminate to the south near the 90 degree curve on O'Brien Road. One additional rural neighborhood conservation designation will follow Deer Park Road to the vicinity of the north section line of Section 29.

(f) *Policy 7.* A rural low density designation is found south of the 90-degree turn following O'Brien Road to the north section line of Section 34. An additional rural low designation covers the area surrounding the last one-half mile of Bagley Creek Road and angles over to connect with a small rural portion of Deer Park Road.

(g) *Policy 8.* Rural character conservation designations are applied to just over half of the land between Deer Park and O'Brien Roads. Many of these lands have not been able to develop to their maximum density due to the large percentage of land being within critical areas. Streams, ravines, wetland complexes and erosion hazard areas are extensive in this area. Utilizing a rural character conservation approach would allow development to occur at current densities but would allow critical areas to be protected in large lot sizes and by homeowners' associations. To include these critical areas in small individual lots as is the case under conventional zoning would lead to loss of rural character, diminish water quality and destroy wildlife habitat.

(4) *Critical Areas.*

(a) *Policy 9.* The steep-sided creek ravines and creek bottom lands of Morse, Siebert and Bagley Creeks as well as the marine bluffs on the Strait should be protected for public safety, maintenance of water quality and as linear wildlife corridors through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments before they reach streams and shorelines and provide critical habitat for eagles, falcons, and other birds utilizing trees for perch or nesting. Allowing transfer of development rights from these areas and providing open space tax benefits to owners will further the protection of these critical areas.

(b) *Policy 10.* Controlling the scale of commercial development on Highway 101 should limit the impacts of stormwater on adjacent residential developments to the north. When developments are reviewed, maintenance of natural water control in the form of wetlands should be a prime concern along with ensuring on-site retention and slow release of stormwater from development.

(5) *Morse Creek.*

(a) *Policy 11.* ♦ Assign high priority to Morse Creek for restoration efforts due to potential for salmon habitat. Build support for restoration activities among agencies, organizations, and residents.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam County

(b) *Policy 12.* ♦ Focus education and technical assistance on the lower two miles of this creek. Discourage residents from "cleaning" the riparian corridor. Provide landowners with information about shoreline management, riparian corridors, flood management, and other pertinent issues. Provide technical assistance to ensure that existing habitat is protected. Revegetate with stabilizing plants; establish view corridors. Pursue development of off-channel fish habitat.

♦ Clallam Conservation District, WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, WA Department of Fish and Wildlife

(c) *Policy 13.* ♦ Because fish populations in this stream are particularly vulnerable to habitat degradation, establish limitations on surface water withdrawals to maintain optimum instream flow for fish. Encourage water conservation during low-flow months.

♦ WA Department of Ecology, Clallam County, City of Port Angeles, PUD #1 of Clallam County

(6) Bagley Creek *(Policy 14).* ♦ Monitor the fill crossing of Bagley Creek in R5W T30 S34 for the effectiveness of erosion control measures.

♦ WA Department of Fish and Wildlife, Clallam County

(7) *Siebert Creek.*

(a) *Policy 15.* ♦ Persuade a landowner or landowners with greater than 10 percent ownership of the subwatershed to sponsor a watershed analysis of the Siebert Creek subwatershed. The analysis should utilize methodology consistent with the DNR's watershed analysis for cumulative effects.

♦ Clallam Conservation District, WA Department of Natural Resources

(b) *Policy 16.* ♦ Remove obstacles to fish passage in Siebert Creek by replacing culverts at Old Olympic Highway when the new bridge crossing is constructed, eliminating the concrete fish ladder at Old Olympic Highway, and correcting similar problems wherever they are identified.

♦ WA Department of Fish and Wildlife, Clallam County

(c) Policy 17. ♦ Continue maintenance and corrective actions at Siebert Creek slides and ensure continued stabilization of sediment soils.

♦ WA Department of Natural Resources

(8) *Public Services and Facilities.*

(a) *Policy 18.* Water service is provided to this neighborhood by the PUD.

(b) *Repealed by* Ord. 584, *1996.*

(9) *Open Space and Greenbelts.*

(a) *Policy 20.* The steep-sided creek ravines form a natural greenbelt in this neighborhood. Open space will occur as a result of wetland protection, stream buffering and rural character conservation development which requires large, rural sized lots to be retained in rural areas.

(b) *Policy 21.* Owners of wetlands, marine bluffs and ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay should receive the advantage of qualifying for open space taxation regardless of property size.

(10) *Transportation.*

(a) *Policy 22.* O'Brien Road is scheduled for widening and realignment in the six-year plan.

(b) *Repealed by* Ord. 584, *1996.*

(c) *Policy 24.* The WSDOT should retain ownership of parcels bordering Highway 101 as they add to its scenic quality and provide areas for transit pullouts and for rest areas.

31.04.420 Monroe Road/Foothills neighborhood – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Monroe Road/Foothills neighborhood is located south of Highway 101 and the City of Port Angeles. It is bounded by Valley Creek to the west and Morse Creek to the east. Only the northernmost portion of this neighborhood is inside the urban growth area. Urban portions of the Monroe Road neighborhood contain the south half of the urban commercial center located in the area north of View Vista Mobile Park. Urban neighborhood commercial land uses are located between Highway 101 and the topographic rise located approximately one-third mile south of Highway 101. On the bench above Highway 101 urban residential density areas are found in the area east of Lee's Creek and extend south down Mt. Pleasant Road for approximately one-half mile. Average density of the rural areas south of the urban growth area is slightly greater than one home per five acres. There are large areas of undeveloped land west of Mt. Pleasant Road and between Mt. Pleasant Road and Valley Creek which provide a unique opportunity to utilize a type of planned unit development which could conserve rural character to a far greater extent than the conventional zoning currently allowed.

The neighborhood contains several large wetland complexes which must be protected. Other critical areas in the neighborhood include Morse Creek, Upper Lee's Creek, Ennis Creek, White Creek, Peabody Creek and Valley Creek. Forest resource lands in the southern half of this neighborhood serve to protect erosion hazard areas while providing for productive use of the land.

The appearance and functionality of the commercial area near Highway 101 concerns neighborhood residents. Survey results from the area-wide questionnaire would indicate that area residents would support upgrading the appearance of Highway 101 with street trees, landscaping and landscaped medians.

North-south roads provide excellent access to this neighborhood. Egress from these roads is usually signalized.

(2) *Boundary.* ~~{[Policy No. 1]}~~ The Monroe Road/Foothills neighborhood is bounded by Highway 101 and the City of Port Angeles to the north, Valley Creek to the west, Morse Creek to the east, and Olympic National Park to the south.

(3) *Land Uses.*

(a) *Policy 2.* An urban commercial center land use designation shall be established in the area north of View Vista Mobile Park extending west to the border of the Traylor's property.

(b) *Policy 3.* Urban neighborhood commercial will extend along US 101 from Traylor's to the City limits with the exception of the Lee's Creek ravine. The urban neighborhood commercial will terminate southward at the base of the topographic rise approximately one-third mile south of US 101 and at its boundary with school property.

(c) *Policy 4.* A band of urban moderate density designation will be established on the bench above US 101 in the area east of Lee's Creek and extend south down Mt. Pleasant Road for approximately one-half mile.

(d) *Policy 5.* The areas bordering the edge of Morse Creek and the urban growth area boundary will be designated with the dual density category of urban very low density/urban low density. This designation allows development of up to two units per acre by right with additional density up to nine units per acre available with purchase of development rights.

(e) *Policy 6.* Public land use designations will be established on the Monroe/Franklin school site south of US 101.

(f) *Policy 7.* Rural neighborhood conservation designations will be established along the southern boundary of the urban growth area.

(g) *Policy 8.* A rural low density designation is mapped along Mt. Pleasant Road in the area between Draper Road and Dietz Road and extends eastward to Monroe Road.

(h) *Policy 9.* Rural character conservation designations are applied to the areas south of the City limits in the Old Mill Road area, south of Key Road on upper Mt. Angeles Road, in the area between Mt. Angeles Road and Monroe Road and on the western edge of the Morse Creek ravine. Many of these lands have not been able to develop to their maximum density due to the large percentage of land being within critical areas. Streams, ravines, wetland complexes and erosion hazard areas are extensive in this area. Utilizing a rural character conservation approach would allow development to occur at current densities but would allow critical areas to be protected in large lot sizes and by homeowners' associations. To include these critical areas in small individual lots as is the case under conventional zoning would lead to loss of rural character, diminish water quality and destroy wildlife habitat.

(4) *Resource Lands.*

(a) ~~[Policy No. 10.]~~ Forest lands of long-term commercial significance have been designated in the foothills on the southern boundary of this neighborhood. Ownership of forest lands is diverse: from the State of Washington to major private timber companies to individuals. Some of the State forest land is interspersed

throughout the rural lands, and offers opportunities to demonstrate innovative forest management techniques. Land uses adjoining that land shall ensure continued viability of long-term forest production, with increased setbacks from the forest line and notification of potential incompatible uses required during new development. Further encroachment of residential uses into commercial forest areas shall be prohibited as they would severely impact the commercial viability of the area for commercial forestry.

(b) [*Policy ~~No.~~ 11.*] Development adjacent to designated forest lands of long-term commercial significance should be at a very low density (one home per 20 acres). Those areas where rural low is mapped due to the existing pattern of five-acre development or where rural character conservation is mapped adjacent to commercial forestry may be designated for low densities (one home per five acres). The large parcels or open space required along with rural character conservation development shall be utilized to buffer the commercial forestlands wherever possible.

(5) *Critical Areas.*

(a) [*Policy ~~No.~~ 12.*] The steep-sided creek ravines and creek bottom lands of Valley, Peabody, Lee's, Ennis, and Morse Creeks as well as the marine bluffs on the Strait should be protected for public safety, maintenance of water quality and as linear wildlife corridors through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments before they reach streams and shorelines and provide critical habitat for eagles, falcons, and other birds utilizing trees for perch or nesting. Allowing transfer of development rights from these areas and providing open space tax benefits to owners will further the protection of these critical areas.

(b) [*Policy ~~No.~~ 13.*] Stormwater runoff is causing considerable bluff-front gully erosion and deposition. Controlling the scale of commercial development on Highway 101 should limit the impacts of stormwater on adjacent residential developments to the north. When developments are reviewed, maintenance of natural water control in the form of wetlands should be a prime concern along with ensuring on-site retention and slow release of stormwater from urban development.

(c) [*Policy ~~No.~~ 14.*] Several large wetland complexes are located in the Monroe Road/Foothills neighborhood. Neighborhood residents controlling wetland areas should be encouraged to examine the feasibility of conservation easements on these lands to retain wetlands and to provide tax advantages to the owners. When these critical areas are within a rural character conservation designation, they should be included in the large lot or open space area of the development.

(6) *Valley Creek.* [*Policy ~~No.~~ 15.*] ♦ Conduct general habitat improvements, such as revegetation, restoration of channel configuration, and placement of instream structures. Continue rehabilitation of estuarine habitat. Replace or improve culverts to correct fish passage problems.

♦ WA Department of Fish and Wildlife, Port of Port Angeles, City of Port Angeles, Clallam County, Elwha S'Klallam Tribe

(7) *Peabody Creek.* ([*Policy ~~No.~~ 16*)] ♦ Undertake projects and conduct activities to improve the salmon productivity of this stream.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, City of Port Angeles

(8) *Ennis Creek.*

(a) [*Policy ~~No.~~ 17.*] ♦ Stabilize slope failures in forest lands on Ennis Creek through bioengineering and other techniques.

♦ Clallam County, Clallam Conservation District, WA Department of Natural Resources

(b) [*Policy ~~No.~~ 18.*] ♦ Revegetate riparian corridors and buffers in residential areas.

♦ City of Port Angeles, Clallam Conservation District

(9) *White's Creek.*

(a) ♦ *Policy 19.* Install instream structures such as boulders and logs to improve fish habitat. Revegetate streambanks to prevent further erosion.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam Conservation District

(b) ♦ *Policy 20.* Peninsula College should take an active role in monitoring, evaluating, and managing White's Creek adjacent to the school. Develop programs which encourage students to adopt the creek, and which enable students to receive educational credit for projects on the creek.

♦ Peninsula College

(10) *Lee's Creek.* ([*Policy ~~No.~~ 21~~19~~*)] ♦ Provide information, technical assistance, and funding to restrict livestock access.

♦ Clallam Conservation District

(11) *Morse Creek.*

(a) [*Policy ~~No.~~ 220.*] ♦ Assign high priority to Morse Creek for restoration efforts due to potential for salmon habitat. Build support for restoration activities among agencies, organizations, and residents.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam County

(b) [*Policy ~~No.~~ 231.*] ♦ Focus education and technical assistance on the lower two miles of this creek. Discourage residents from "cleaning" the riparian corridor. Provide landowners with information about shoreline management, riparian corridors, flood management, and other pertinent issues. Provide technical assistance to insure that existing habitat is protected. Revegetate with stabilizing plants; establish view corridors. Pursue development of off-channel fish habitat.

♦ Clallam Conservation District, WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, WA Department of Fish and Wildlife

(c) [*Policy ~~No. 242.~~*] ♦ Because fish populations in this stream are particularly vulnerable to habitat degradation, establish limitations on surface water withdrawals to maintain optimum instream flow for fish. Encourage water conservation during low-flow months.

♦ WA Department of Ecology, Clallam County, City of Port Angeles, PUD #1 of Clallam County

(12) *Public Services and Facilities.*

(a) [*Policy ~~No. 253.~~*] Water service is provided to this neighborhood by the PUD. For those areas inside the UGA, further land divisions should be permitted only when PUD or City water is extended pursuant to a UGA Urban Services and Development Agreement or upon annexation.

(b) [*Policy ~~No. 264.~~*] Sewer service is not available in this portion of the urban growth area. The City of Port Angeles should plan to extend sewer service to serve commercial and high density residential areas within the urban growth area.

(13) *Open Space and Greenbelts.*

(a) [*Policy ~~No. 275.~~*] The steep-sided creek ravines form natural greenbelts in this neighborhood. Open space will occur as a result of wetland protection, stream buffering and rural character conservation development which requires large, rural sized lots to be retained in rural areas.

(b) [*Policy ~~No. 286.~~*] Owners of wetlands and ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay should receive the advantage of qualifying for open space taxation regardless of property size.

(14) *Transportation.*

(a) [*Policy ~~No. 297.~~*] Monroe, Mt. Pleasant, Draper, Dietz and Henry Boyd Road are scheduled for widening, realignment and intersection improvements in the six-year plan.

(b) [*Policy ~~No. 3028.~~*] County gravel roads serving low density development or accessing commercial forest designation should remain a gravel standard to minimize conversion pressures.

(c) [*Policy ~~No. 3129.~~*] Road widening projects on Mt. Pleasant, Monroe, Mt. Angeles and Old Mill Roads should provide for safe bicycle lanes to allow neighborhood residents to utilize the road system for commuting into Port Angeles.

31.04.430 Black Diamond neighborhood – Issues and Policies.

(1) *Boundaries.* The Black Diamond neighborhood is located south of US 101 and the city of Port Angeles. It is generally bounded by Valley Creek to the east, and Dry Creek and the Elwha River to the west, the Port Angeles

Urban Growth Area to the north, and the Olympic National Park to the south. The neighborhood includes the entire Black Diamond, Benson, and Little River Road systems, except for Lake Dawn Road.

(2) *Vision Statement.* The Black Diamond Neighborhood is envisioned to have the following characteristics:

(a) Neighborhood natural and cultural features will be preserved;

(b) Neighborhood rural character including, but not limited to, agriculture, open/green space, visible night sky, quietness, clean air and water, and wildlife habitat will enhance property values and will remain the most important reason people choose to live in the neighborhood;

(c) Neighborhood transportation improvements will provide for safe, comfortable access for pedestrians and bicyclists, especially children, while accommodating safe access (rather than just mobility for commuters) for motorized vehicles; and

(d) Neighborhood roads such as Black Diamond and Little River Roads will retain their rural character (small footprint, landform fitting quality) to preserve an intimacy and awareness of rural roadside landscape not obtainable on noisy, higher speed roads.

(3) *Neighborhood Values.* The Black Diamond Community Club sponsored a planning process in 2003/04 to gather input from residents on common values and concerns and to promote community interests on updates to the comprehensive plan. A survey was sent to all known households within the Black Diamond Neighborhood, except for the Benson Road area. Two copies of the survey were sent to each household, so that each adult resident could respond individually. Of the 197 households contacted, 111 (56 percent) responded, approximately 394 surveys were distributed, with a total of 193 individual surveys returned. A summary of the survey results and highlights follows:

(a) *Community Values.* The community response ranged from positive to very positive in regards to the following aspects of neighborhood rural character: recreational opportunities on nearby public land (74 percent); proximity to the foothills and national park (84 percent); natural beauty of river/creek valleys (95 percent); living along a scenic country road (85 percent); lack of city traffic (90 percent); lack of city noise (91 percent); low density, diverse development patterns (83 percent); opportunities for farming, gardening, and animal raising (80 percent); presence of farms, pastures, and farm animals (86 percent); presence of wildlife (88 percent); clean air (94 percent); and space between neighbors (90 percent). Respondents also viewed proximity to Port Angeles (95 percent), independence of country living (89 percent), presence of the Black Diamond Fire Department (87 percent) and Community Hall (68 percent), and sense of belonging to a community (61 percent) as positive community values.

(b) *Community Road System.* Community residents noted they use neighborhood roads to access Port Angeles and neighborhood destinations, averaging 11 trips per week. Most respondents (92 percent) stated that traffic delays are not a significant problem currently on either Black Diamond or Little River Road.

Nonmotorized use of neighborhood roads included recreational walking (77 percent), bicycling (50 percent), and horse riding (12 percent), but only a small percentage of respondents indicated they walked (32 percent) or bicycled (28 percent) as an alternative mode of transportation (e.g., commuting); 58 percent said that the

Black Diamond Road corridor was unsafe for nonmotorized uses (e.g., walking, biking, horse riding), with 69 percent indicating they would use this road corridor for nonmotorized transportation if it felt more pedestrian-friendly; 77 percent or more expressed concern about speeding, tailgating, and illegal passing as road safety issues.

(c) *Vision for the Future.* The community response favored incentives (60 percent) to reduce further neighborhood development and expressed support (76 percent) for a pedestrian, bicycle, and/or equestrian route through the Black Diamond - Little River Road corridor. The community opposed changes that support more intensive development on existing residential land (70 percent opposed), sale of state forest land for residential development (84 percent opposed), and road modifications enabling higher speeds and/or traffic volumes (84 percent opposed). Approximately 53 percent viewed extension of high-speed internet service as a positive change, with 37 percent being neutral on this issue. A neighborhood park or playfield was supported by nearly half (49 percent) of respondents, with 33 percent being neutral. Neighborhood bus service was supported by 42 percent of the respondents, with 38 percent being neutral.

(d) *Upper Little River Road.* The community supports keeping the upper Little River Road (between Lake Dawn and Black Diamond Roads) as a local-access-only road (87 percent support) and continuing the County policy to refrain from paving (77 percent support) this road segment to discourage increased traffic; 86 percent responded they would negatively view any change to the upper Little River Road that would encourage greater use as an alternative route for traffic to and from Hurricane Ridge and the Elwha Valley.

(4) *Description and Issues.* The Black Diamond neighborhood is an unincorporated rural area with unique history and character. The neighborhood is characterized by a mix of rural residential, pastures, small farms and woodlots, bordered by extensive public and private forest lands that are situated between the Olympic National Park and the city of Port Angeles Urban Growth Area. The neighborhood is renowned for its natural beauty, rural character, and access to public trails and forest lands. Local residents, cyclists, pedestrians, hikers, equestrians, and sightseers treasure these rural qualities. The proximity of such a unique and accessible rural neighborhood to the Port Angeles city limit provides a rare opportunity to join maritime, city, rural, and forest neighborhoods into a corridor of recreational and scenic opportunities easily available to County residents and tourists.

(a) *Community History.* The Black Diamond Valley was homesteaded in the late 1800s. Locals believe the area name originated from a nearby shake mill. Homesteading families wrestled a living from subsistence farming combined with cash paying jobs at a local mill, fish cannery, or logging operation. As time passed, some of the valley's subsistence farms grew to become viable commercial operations. Dairy farms, beef ranches, poultry farms, and apple orchards dotted the valley. Donated land provided a site for the Community Hall that exists today. Homesteading families found time to help each other despite long days of hard work and everyone pitched in to build the Community Hall. The hall hosted neighborhood dances even before completion of the roof! High-spirited and rowdy dances attracted people from the valley and Port Angeles each week. People visited neighbors, courted potential suitors, danced, and perhaps sampled the locally produced moonshine. Later the U.S. Army commandeered the hall to bivouac soldiers during World War II. Today the Black Diamond Community Hall continues to serve as the focus for community club meetings, dances, cultural events, weddings, and political meetings.

(b) *Rural Lands.* The Port Angeles Regional Comprehensive Plan Land Use and Zoning Map establishes three rural land designations for the Black Diamond Neighborhood that reflect both current and preferred future land use patterns. Neighborhood areas immediately south of US 101 and the Port Angeles Urban Growth Area are designated for rural neighborhood conservation densities (with a base density of one dwelling unit per five acres subject to optional innovative zoning techniques). The upper portion of Benson Road, and the Black Diamond Road area generally between Old Black Diamond Road to Baskins Road, are designated for rural low density (one dwelling unit per five acres). Rural Character Conservation (RCC) designations are established between neighborhood commercial forest land and rural low designations and along or near the Tumwater and Valley Creeks. The purpose of the RCC designation is to retain larger rural lot sizes (10 acres or larger), conserve natural areas and corridors, and provide for transition areas adjacent to commercial forest lands when land is divided to create lots for future development. These rural land designations are further described under CCC 31.04.220 through 31.04.230(2).

The community values current low residential densities, the natural beauty of the forested stream corridors, the presence of farms, pastures, and farm animals, open spaces between neighbors, and other natural and human rural open spaces. Balancing neighborhood growth and conservation of these features is a priority issue.

(c) *Resource Lands.* Forest lands of long-term commercial significance have been designated throughout the neighborhood. These forest lands are primarily located within neighborhood foothill and mountain areas, and are characterized by large tracts of federal, state, and private timber company forest land holdings, with some smaller private timber ownerships intermixed. State forest lands represent the largest neighborhood landowner.

Forestry is an appropriate utilization of the productive nature of neighborhood lands, and is an important part of the local economy. Nonforestry uses are limited in commercial forest lands consistent with the County-wide and Regional Comprehensive Plan goals and policies under CCC 31.02.140 and 31.04.215, respectively. Avoiding conversion and fragmentation of neighborhood forest lands by nonforestry uses is important to maintain forestry as a viable and preferred neighborhood land use.

Neighborhood areas located at the top of Harbor View Drive, in the vicinity of the Black Diamond and Little River intersection, and the east sections of the lower Little River Road are designated on the Port Angeles Regional Comprehensive Plan and Zoning Map as Commercial Forest/Mixed Residential (CFM) 5 or 20 Lands. These areas contain valued neighborhood forest lands, but have experienced some encroachment and fragmentation by residential development. Regional Plan policies under CCC 31.04.215(1)(c) for CFM designated lands support maximum residential densities at one dwelling per five acres (CFM-5) and one dwelling per 20 acres (CFM-20), and direct that new lot creation for development be clustered to retain most of the original parcel in a larger tract conducive to forestry.

(d) *Critical Areas.* The Little River, Valley Creek, Tumwater Creek, and Upper Dry Creek and most of their contributing watershed areas are located within this neighborhood. Wetlands are found throughout the neighborhood and are common along neighborhood streams and valleys. Large wetland complexes are located in the vicinity of Fredricksen, Wellman, and Diamond Vista Roads. Erosion and landslide hazard areas are common to the neighborhood foothill and mountain areas and along stream corridors.

(e) *Open Space and Greenbelts.* Neighborhood public and private forest lands, natural areas (e.g., wetlands), foothill areas, and stream corridors create neighborhood greenbelts and connected open spaces. These areas provide for a variety of outdoor recreation opportunities for neighborhood residents and visitors, protect and recharge surface water and groundwater resources, provide for fish and wildlife habitat, and contribute greatly to the neighborhood's scenic character. In addition to natural areas, human activities such as pastures, barns, animal raising, vineyards, and fields represent other valued features of neighborhood open spaces and landscapes. Retaining these features as homes are built on existing lots and land is divided to create lots for future development is a priority issue.

(f) *Transportation.* The Black Diamond Neighborhood is a rural area with limited public facilities and services. County roads are a major part of the neighborhood infrastructure. The neighborhood contains three primary road systems - Benson, Black Diamond, and Little River Roads. The Benson Road system serves the rural neighborhood west of the Tumwater Creek valley providing access to US 101 and the Port Angeles Urban Growth Area.

The Black Diamond Road system is functionally classified as a minor collector and serves as the only direct access to the city of Port Angeles for neighborhood residents living between Tumwater and Valley Creeks. It provides for a central north and south travel route ending at the Little River Road in the southern portion of the neighborhood.

The upper Little River Road (east of Black Diamond Road) provides access to state forest and recreational lands and connects to the Lake Dawn area and the road to Hurricane Ridge in Olympic National Park. The lower Little River Road (west of Black Diamond Road) ends at Olympic Hot Springs Road, the road that leads to the Olympic National Park Elwha Valley entrance. The Little River Road is predominantly bordered by undeveloped private and public forest lands, but also provides access to a low density rural population near and west of Black Diamond Road. Transportation improvements or public information (e.g., signage) that would encourage more non-neighborhood traffic to and from park entrances is a concern of many residents.

Retaining the rural character along neighborhood roads is a major area of community interest. Local residents regard Black Diamond and Little River Roads as not just a commuter route, but as a community public space and local access corridor for pedestrians, bicyclists, and equestrians of all ages. The winding, "landform" fitting, and typically narrower geometrics of these roads are an essential feature of neighborhood character and scenery and provide a rural quality that deserves preservation. These characteristics encourage slower traffic speeds that are a vital element of neighborhood rural character and public safety. Slower traffic speeds also decrease the traffic noise and thus contribute to the quietness of the neighborhood.

Neighborhood roads are important public spaces where residents take a walk, jog, meet their neighbors, and let the children walk or bike. Providing for safe comfortable access for nonmotorized users, especially on the Black Diamond and lower Little River Roads, is a neighborhood priority issue because with increasing motorized traffic this safe access is being lost. The community supports a separate trail through the Black Diamond - Little River (lower) road corridor.

Transportation improvements that would increase traffic volumes, especially non-neighborhood traffic, are a concern of neighborhood residents. The community opposes connecting neighborhood road systems across Valley Creek to Port Angeles, or across Tumwater Creek to the Benson Road system.

(g) *Water Supply.* Water service is provided to this neighborhood primarily by the Black Diamond Water District and by individual private wells. The Dry Creek Water Association also serves a small area of the neighborhood in the Benson Road area near US 101. The Black Diamond Water District draws water from the south branch of the Little River, and appears to have allocated nearly all the water rights that it currently has available. The availability of additional water from Little River and other sources is a limiting factor for neighborhood development.

(h) *Wastewater Treatment and Disposal.* Existing and new development within the neighborhood is served by either individual or community on-site sewage treatment systems. Public sewer from the city of Port Angeles is not available to serve neighborhood development.

(i) *Black Diamond Community Club and Hall.* The Black Diamond Community Club has been a community organization for over sixty-five (65) years, with the Black Diamond Community Hall being the focal point. Community volunteers built the Black Diamond Community Hall in 1940 and residents maintain and support this facility and the community water system. The Hall serves as the focal point for potlucks, bake sales, and other community functions including a monthly contra dance that draws participants from the entire North Olympic Peninsula. The Black Diamond Community Club uses the Hall for its monthly meetings.

(j) *Police, Fire, and Emergency Services.* The Clallam County Sheriff Department provides for neighborhood protective services. The Black Diamond Fire Station is one of five volunteer fire stations in Fire District No. 2. The station became operational in 1981. The station house is located on Black Diamond Road adjacent to the Community Hall. It was built by community members on land leased to the fire district by the Black Diamond Community Club. The station is staffed by community volunteers (currently five) who are on call for emergencies.

(k) *Parks and Recreation.* The neighborhood contains city, state, and federal public forest and recreational lands, and borders the Olympic National Park. Keeping neighborhood access to these public lands is a priority. The neighborhood also contains and provides access to the following public trails:

(i) *Vern Samuelson Memorial Trail.* The city of Port Angeles owns approximately eighty (80) acres along Valley Creek between Wellman Road and US 101. This area is designated as Public Land on the Port Angeles Regional Comprehensive Plan and Zoning Map. A public trail follows Valley Creek with limited public parking at both trail ends on US 101 and Wellman Road (a County road). The east side of the creek is located within the Port Angeles Urban Growth Area.

(ii) *Foot Hill Trail.* State forest lands accessible from the upper Little River Road contain a public trail system known as the "Foot Hill Trail." The Foot Hill Trail system is particularly popular to both local and visiting mountain bike and off-road vehicle enthusiasts.

(iii) *Little River Trail.* The Little River Trail is located on the upper Lower River Road just south of the Black Diamond intersection. A public parking area is provided at the trail head. The trail provides access to state and federal forest lands and connects to Hurricane Ridge in Olympic National Park.

(5) *Public Involvement (Goal 1).* Involve neighborhood residents and landowners in the planning process.

(a) *Policy 1.* Consider community-sponsored neighborhood planning activities such as the 2003 Black Diamond Community Survey.

(b) *Policy 2.* Support continued Black Diamond neighborhood involvement consistent with the Regional Plan goals and policies under CCC 31.04.150(3) and 31.04.155(4).

(c) *Policy 3.* Incorporate context-sensitive design into the community planning process for transportation improvements to neighborhood public roads consistent with Clallam County Administrative Policies for public input on Six-Year Transportation Improvement Projects.

(6) *Rural Lands (Goal 2).* Keep residential densities low and retain opportunities for rural lifestyles and resource production within designated neighborhood rural lands.

(a) *Policy 4.* Avoid changes to the Port Angeles Regional Comprehensive Plan Land Use and Zoning Map and implementing development regulations that support more intensive rural residential densities and uses that diminish rural character as defined under CCC 31.02.050.

(b) *Policy 5.* Promote retention of larger rural lots and contiguous open spaces to retain rural character and support small-to-moderate-scale neighborhood-based timber management, farms, pasture, animal raising, and other rural resource uses consistent with CCC 31.04.220(10) and 31.04.230(2).

(c) *Policy 6.* Support incentives and voluntary programs that reduce development pressures in this neighborhood such as the County's current use tax incentive ordinance.

(7) *Resource Lands (Goal 3).* Protect forestry as a preferred and viable neighborhood land use.

(a) *Policy 7.* Retain the large tracts of contiguous, private, and public forest lands common to the southern and western areas of the Black Diamond Neighborhood in commercial forestry designations.

(b) *Policy 8.* Support keeping the significant acreage of neighborhood State forest lands in public ownership. State forest lands should remain designated as Commercial Forest land if sold or traded to reduce pressures to convert these areas and adjacent lands to nonforestry uses.

(c) *Policy 9.* Minimize land use conflicts and safety risks at the interface of neighborhood rural and commercial forest land designations. Development regulations on adjacent rural lands should:

(i) Promote retention of larger lots and rural open spaces along commercial forest land interface;

(ii) Establish increased building setbacks from the designated commercial forest land boundary; and

(iii) Require notification to prospective or future land owners of potential nuisances related to forest management and that forestry is a preferred neighborhood land use at time of new development.

(8) *Critical Areas (Goal 4).* Direct development away from neighborhood stream corridors, wetlands, steep slopes, and other environmentally sensitive areas.

(a) *Policy 10.* Retain forest cover within and along the ravines and valleys of Tumwater Creek, Little River, Valley Creek, and Upper Dry Creek corridors to protect public safety, maintain water quality, and as linear fish and wildlife corridors through the neighborhood. These areas when left in a natural state stabilize the geologically unstable ravine and bluff environments, filter out sediments and pollutants before they reach streams and shorelines, and provide for fish and wildlife habitat and movement corridors through neighborhood rural lands.

(b) *Policy 11.* Allow for transfer of development rights from critical areas and connecting open space corridors designated on the Port Angeles Regional Comprehensive Plan Open Space Overlay Corridor Map (Ordinance 643, 1998), as amended, to designated receiving areas within the Port Angeles Urban Growth Area.

(c) *Policy 12.* Support open space tax benefits to landowners who conserve neighborhood stream corridors, wetlands, erosion and landslide hazard areas, and other neighborhood environmentally-sensitive areas.

(d) *Policy 13.* Encourage development patterns that protect contiguous networks of neighborhood natural open spaces and environmentally sensitive areas.

(9) *Watershed Management and Protection.*

(a) *Valley Creek. (Policy 14):* ♦ Conduct general habitat improvements, such as revegetation, restoration of channel configuration, and placement of instream structures. Continue rehabilitation of estuarine habitat. Replace or improve culverts to correct fish passage problems.

♦ WA Department of Fish and Wildlife, Port of Port Angeles, City of Port Angeles, Clallam County, Elwha S'Klallam Tribe

(b) *Tumwater Creek. (Policy 15):* ♦ Recognize that Tumwater Creek has good potential for successful restoration of natural functions. Incorporate large woody debris recruitment, and thinning for conifer growth to achieve habitat enhancement. Improve fish habitat through restoration of the natural configuration of the stream, establishment of new vegetation, and placement of instream structures and gravel for spawning.

♦ WA Department of Fish and Wildlife, Elwha S'Klallam Tribe, Clallam County, Clallam Conservation District, WA Department of Natural Resources

(c) *Tumwater Creek. (Policy 16):* ♦ In lower sections, conduct habitat improvement projects which mitigate the effects of industrial development while providing a focal point for educational and tourist activities.

♦ WA Department of Fish and Wildlife, City of Port Angeles, Elwha S'Klallam Tribe

(d) *Tumwater Creek. (Policy 17):* ♦ In rural sections where agricultural practices are contributing to degradation, eliminate animal access and revegetate stream banks.

♦ Clallam Conservation District

(e) *Dry Creek. (Policy 18):* ♦ To improve summertime flows, work with landowners to eliminate the impoundment on Cameron Road at the headwaters of Dry Creek.

♦ Clallam Conservation District, Elwha S'Klallam Tribe

(f) *Little River. (Policy 19):* ♦ The Little River is currently in good condition; land use regulations and watershed management should be stringently applied to protect it from potential negative impacts.

♦ Clallam County, Washington Department of Natural Resources

(i) Provide additional protection for water quality and habitat by establishing riparian management zones.

(ii) Recognize the connection between flows and habitat on the Little River related to the Elwha River. No further water rights appropriations should be granted on Little River until minimum flow standards are established to prevent loss of fish habitat and diseases associated with low-flow periods.

(10) *Public Services and Facilities. (Policy 20):* Public services and facilities needed to support neighborhood development should be limited to community water systems, community on-site sewage systems, and other rural services (see CCC 31.02.050, Definitions).

(11) *Open Space and Greenbelts.*

(a) *Policy 21.* The steep-sided creek ravines form natural greenbelts in this neighborhood. Commercial forestry resource lands provide for retention of many open space values. Open space will occur as a result of wetland protection, stream buffering, and rural character conservation development that require large, rural sized lots to be retained in rural areas.

(b) *Policy 22.* Owners of wetlands and stream ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified on the Port Angeles Regional Comprehensive Plan Open Space Overlay Corridor Map (Ordinance 643, 1998) should receive the advantage of qualifying for open space taxation. Critical areas contained in the open space overlay should be protected and linked whenever possible in rural character conservation designations by ensuring that the large, rural-sized parcels retained as a result of development protect critical areas.

(c) *Policy 23.* Clallam County should support keeping recreational opportunities associated with neighborhood public lands and trails open and accessible.

(d) *Policy 24.* Explore community and landowner interest in expansion and connection of public trail systems within the neighborhood.

(12) *Transportation.*

(a) *(Goal 5).* Promote safe, motorized and nonmotorized use of neighborhood roads.

(i) *Policy 25.* Prioritize safe, motorized and nonmotorized access for users of all ages, especially children, along Black Diamond and lower Little River Roads.

(ii) *Policy 26.* Ensure resulting road configuration will not promote higher vehicle speeds, by conforming to context sensitive design standards.

(iii) *Policy 27.* Pursue and retain opportunities for a separate path or trail for nonmotorized users through the Black Diamond - Little River (lower) road corridor.

(b) *(Goal 6).* Retain the rural character of the Little River and Black Diamond transportation corridors.

(i) *Policy 28.* Retain a homogeneous design throughout the transportation corridor, consistent with the rural characteristics of the community.

(ii) *Policy 29.* Keep traffic speeds low on neighborhood roads for public safety, as an element of rural character, and to decrease traffic noise.

(iii) *Policy 30.* Preserve the winding, "landform fitting" quality of the Little River and Black Diamond roads as essential feature of neighborhood rural character.

(iv) *Policy 31.* Avoid connection of the Black Diamond Road across Valley Creek to Port Angeles, or across Tumwater Creek to the Benson Road system.

(c) *(Goal 7).* Keep traffic volumes low on the upper Little River Road and retain the rural character of this forest and recreational access travel corridor.

(i) *Policy 32.* Maintain the unimproved portions of the upper Little River Road connecting Black Diamond and Lake Dawn as a primitive gravel road.

(ii) *Policy 33.* Continue to designate and manage the upper Little River Road as a low-volume road, used primarily for access to state forest and recreational land.

(iii) *Policy 34.* Avoid road improvements (such as widening, straightening, paving, etc.) that support increased motorized vehicle speeds and traffic volumes.

(iv) *Policy 35.* Maintain road signs that alert the public that the upper Little River Road is a primitive road not suitable for RV and trailer traffic.

(v) *Policy 36.* Support noxious weed control and reforestation of Clallam County rights-of-way.

31.04.440 Dry Creek neighborhood – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Dry Creek neighborhood is bounded by the City of Port Angeles to the east, the Elwha River to the west, the Strait to the north and the headwaters area of Dry Creek to the south. The area east of Reddick Road is within the urban growth area. Lower Elwha S'Klallam Tribal lands are located near the mouth of the Elwha River and are designated "ET" on the neighborhood maps. Land use on the Lower Elwha S'Klallam Tribal lands is controlled by the Tribe. Commercial uses are limited in this area but industrial uses are common along the US 101 corridor in this area. Two industrial areas are found within the urban growth area. They include the contiguous industrial area between Fey and Airport Road on the north side of US 101, the area between Benson Road and Cameron Road on the south side of US 101, and a smaller industrial area at the intersection of Reddick Road. A 100-acre industrial area is located outside the urban growth area just west of Dry Creek Road bordering US 101. The former industrial site located east of Dry Creek Road has been redesignated to rural neighborhood commercial in order to allow a variety of commercial uses on this site while reducing the potential for water quality problems associated with retaining this site in industrial land use. Although designation of this site for rural neighborhood commercial does not meet the spacing requirements between uses of this type (CCC 31.04.230(7), Rural Issue No. 4), no better designation could be determined for this site due to the amount of site disturbance. This designation should not be used to justify other deviations from CCC 31.04.230(7), Rural Issue No. 4.

The lack of industrial development potential in the Dry Creek area was a major concern of area residents. In response to these concerns, a large acreage which was formerly designated for industrial land use has been redesignated for residential use. The residential area east of Airport Road has been designated for urban low density (two to nine units per acre). The residential area north of the industrial sites between Reddick and Airport Road is slated for a dual density designation of urban very low density/low density which allows development of up to two units per acre by right with additional density up to nine units per acre available with purchase of development rights.

Outside the urban growth area, the neighborhood is very rural in character. Neighborhood meetings at the Dry Creek Grange indicated a strong preference to retain rural character and rural densities in the area. Much of the rural area has been designated as rural character conservation. This designation provides for the retention of rural character at densities where it would be severely diminished under conventional zoning at the densities prevalent in this area. Use of this technique, which is a type of planned unit development, is made possible with the large ownerships found throughout this area.

Some of the rural area has been designated with either rural low (one dwelling per five acres) or rural neighborhood conservation (with a base density of one dwelling per five acres subject to optional innovative zoning techniques) which recognizes the predominance of existing parcels in these size ranges. These areas are found in the vicinity of Laird's Corner, near Evergreen Drive, at the entrance to Dan Kelly Road and near the Strait on Place and Lower Elwha Roads.

Maintaining the forested foothills region managed by the DNR, Green Crow and M&R in commercial forest use is vital to maintaining the water quality in this neighborhood as Dry Creek originates in these foothills. Commercial forest use also contributes to the visual quality experienced in this neighborhood as well as maintaining a balance

between residential uses and utilization of the actual productive nature of the land for growing commercial timber. Further encroachment of residential uses in commercial forestry areas will be prohibited during this planning time frame.

The neighborhood contains several large wetland complexes which must be protected. Other critical areas in the neighborhood include Dry Creek and the minor streams flowing into the Elwha River. Forest resource lands in the southern half of this neighborhood serve to protect erosion hazard areas while providing for productive use of the land.

US 101, SR 112, Laird Road, Lower Elwha Road, Edgewood Drive, Reddick Road, Dry Creek Road and Bean Road provide excellent access to this neighborhood on paved County roads. The Edgewood Drive/Airport Road intersection and Lower Elwha Road are scheduled for improvements in the Six-Year Transportation Improvement Plan.

(2) *Boundary.* ~~*{[Policy No. 1]}*~~ The Dry Creek neighborhood is bounded by the City of Port Angeles to the east, the Elwha River to the west, the Strait to the North and the headwaters area of Dry Creek to the south.

(3) *Land Uses.*

(a) *Policy 2.* Urban neighborhood commercial has been mapped on the north side of US 101 from the vicinity of the city limits to the west approximately 800 feet along US 101. ~~draw just west of the Pond Motel~~. This designation should not be expanded along US 101 or to the south side of US 101 to avoid the strip commercial appearance of commercial uses in the eastern portion of the UGA.

(b) *Policy 3.* Urban low density (~~two~~ four to nine units per acre) designation will be established in the residential area east of Airport Road.

(c) *Policy 4.* The residential area north of the industrial sites between Reddick/Critchfield and Airport Road is slated for a dual density designation of urban very low density/low density which allows development of up to two units per acre by right with additional density up to nine units per acre available with purchase of development rights.

(d) *Policy 5.* Industrial designations include the contiguous industrial area between Fey and Airport Road north of US 101 and the area between Cameron and Benson Roads south of US 101 and a smaller industrial area at the intersection of Reddick Road.

(e) *Policy 6.* A rural neighborhood commercial land use designation has been retained in the "Y" at Laird's Corner.

(f) *Policy 7.* Rural neighborhood conservation designation will be established in the vicinity north of Whispering Firs on Lower Elwha Road.

(g) *Policy 8.* A rural low density designation is mapped out around Evergreen and on the Strait just west of the City limits. These designations recognize the need to maintain parcels of sufficient size to allow redevelopment at urban densities along the City limits. The designation around Laird's Corner Drive recognizes current parcelization in the area.

(h) *Policy 9.* Rural character conservation designations are applied widely in this neighborhood due to the strong desire expressed by neighborhood residents to maintain rural character. Densities of one home per 2.4 acres which are prevalent in the area would result in a very suburban character under conventional development scenarios. In order to maintain rural character without down-zoning it will be necessary to require planned unit developments which preserve large rural lot sizes on a portion of the property while reducing lot sizes on the remainder of the property. By mixing smaller lots and larger lots in the same area, rural character can be maintained. This technique would also allow critical areas to be protected in large lot sizes and by homeowners' associations without diminishing the property rights of the landowners. To include these critical areas in small individual lots, as is the case under conventional zoning, would lead to loss of rural character, diminish water quality, and destroy wildlife habitat.

(4) *Resource Lands.*

(a) [*Policy ~~No.~~ 10.*] Forest lands of long-term commercial significance have been designated in the foothills on the southern boundary of this neighborhood. Ownership of forest lands is diverse: from the State of Washington to major private timber companies to individuals. Land uses adjoining that land shall ensure continued viability of long-term forest production, with increased setbacks from the forest line and notification of potential incompatible uses required during new development. Further encroachment of residential uses into commercial forest areas shall be prohibited as it would severely impact the commercial viability of the area for commercial forestry.

(b) [*Policy ~~No.~~ 11.*] Development adjacent to designated forest lands of long-term commercial significance should be at rural low density (one home per five acres) to minimize problems associated with residential development and commercial forestry. Where rural character conservation is mapped adjacent to commercial forestry, the large parcels or open space required along with rural character conservation development shall be utilized to buffer the commercial forestlands.

(5) *Dry Creek.*

(a) [*Policy ~~No.~~ 12.*] ♦ Ensure cleanup of contaminated soils at industrial sites in the Dry Creek subwatershed. Identify and eliminate historical sources of contamination, and utilize best management practices to control and treat new and existing sources of pollution.

♦ Clallam County, WA Department of Ecology

(b) [*Policy ~~No.~~ 13.*] ♦ Provide stream aeration, through methods such as splash pools and step logs, which oxygenate water, at points which flow out of industrial land uses.

♦ Clallam County, Port of Port Angeles, Elwha S'Klallam Tribe

(c) [*Policy ~~No.~~ 14.*] ♦ To improve summertime flows, work with landowners to eliminate the impoundment on Cameron Road at the headwaters of Dry Creek.

♦ Clallam Conservation District, Elwha S'Klallam Tribe

(d) [*Policy ~~No.~~ 15.*] ♦ Reduce the effects of the new stream channelization. Reduce potential erosion from steep side slopes, decrease the effect of the gradient, and appropriately locate instream structures. Use the site as a demonstration area for revegetation projects. Monitor the new channel over the long term to determine the effects of the project, and stream function overall.

♦ Port of Port Angeles, Elwha S'Klallam Tribe

(6) *Elwha River.*

(a) [*Policy ~~No.~~ 16.*] ♦ Prepare, update, and distribute a fact sheet on the Elwha River ecosystem. Address water quality and quantity, fish habitat, fish passage, and other concerns in regular updates that compare long-term restoration goals and methods to achievement of watershed goals and objectives.

♦ Elwha S'Klallam Tribe, Clallam County

(b) [*Policy ~~No.~~ 17.*] ♦ Coordinate a citizens' information team of local volunteers to track the status of the restoration and provide information to the community through radio and press releases and distribution of a fact sheet on Elwha River restoration.

♦ WSU-Cooperative Extension, Elwha S'Klallam Tribe, City of Port Angeles, Clallam County, Dry Creek Water Association

(c) [*Policy ~~No.~~ 18.*] ♦ Utilize the site and activities of river restoration as a "living laboratory" with long-term educational and scientific value. Sponsor field trips, talks, and public forums to provide information to the community on river restoration and ecosystems in general.

♦ Elwha S'Klallam Tribe, WSU-Cooperative Extension, National Park Service, City of Port Angeles, Clallam County, Clallam Conservation District

(d) [*Policy ~~No.~~ 19.*] ♦ Provide support for watershed restoration activities through technical assistance, dissemination of information and education of ~~citizens~~the public, groups, and agency staff.

♦ Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, Clallam Conservation District, WSU-Cooperative Extension, Dry Creek Water Association

(e) [*Policy ~~No.~~ 20.*] ♦ Conduct educational programs which address water quality and quantity issues and problems particular to the Elwha River watershed. Subjects covered should include land management; riparian management; water rights; ground water protection, and water conservation.

♦ WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, City of Port Angeles, Dry Creek Water Association

(f) [*Policy ~~No.~~ 21.*] ♦ Regularly review existing regulations relating to critical areas, sewage disposal, and land division for adequacy and effectiveness of ground and surface water protection measures. Use existing regulations to protect water quality and quantity and to control specific sources of nonpoint pollution.

♦ Clallam County

(7) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 22.*] Water service is provided to this neighborhood by the Dry Creek Water District. For those areas inside the UGA, further land divisions should be permitted only when PUD or City water is extended pursuant to a UGA Urban Services and Development Agreement or upon annexation.

(b) [*Policy ~~No.~~ 23.*] Sewer service is not available in this portion of the urban growth area. The City of Port Angeles should plan to extend sewer service to serve commercial and high density residential areas within the urban growth area. Individual on-site sewage disposal systems or community on-site sewage disposal systems should be utilized for waste treatment in the rural portions of this neighborhood.

(8) *Open Space and Greenbelts.*

(a) [*Policy ~~No.~~ 24*] The stream buffers along Dry Creek and the steep-sided Elwha River ravine form natural greenbelts in this neighborhood. Commercial forestry resource lands provide for retention of many open space values. Open space will occur as a result of wetland protection, stream buffering and rural character conservation development which requires large, rural sized lots to be retained in rural areas.

(b) [*Policy ~~No.~~ 25.*] Owners of wetlands and ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay should receive the advantage of qualifying for open space taxation regardless of property size. Critical areas contained in the open space overlay should be protected and linked whenever possible in rural character conservation designations by ensuring that the large, rural sized parcels retained as a result of development protect critical areas.

(9) *Transportation.*

(a) [*Policy ~~No.~~ 26.*] The Edgewood Drive/Airport Road intersection and Lower Elwha Road are scheduled for improvements in the six-year road plan.

(b) [*Policy ~~No.~~ 27.*] The single lane bridge on the Elwha River Road is currently slated for study to determine its future. The bridge has some structural deficiencies. Federal money is available to remove or renovate the structure.

31.04.450 Place Road/Eden Valley/Little River neighborhood ~~-~~ Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Place Road/Eden Valley/Little River neighborhood is bounded by the Olympic National Park to the south, Dry Creek to the east and Lake Sutherland neighborhood to the west. With the single exception of the rural suburban community on the Strait at the end of Place Road, the neighborhood is composed of commercial forest resource lands with narrow rural density valleys. Lower Elwha S'Klallam Tribal lands are located near the mouth of the Elwha River and are designated "ET" on the neighborhood maps. Land use on the Lower Elwha S'Klallam Tribal lands is controlled by the Tribe.

Rural neighborhood conservation designation will be established on the Strait and overlooking the Elwha on Place Road, and along Dan Kelly Road from SR 112 to the 90-degree corner on Dan Kelly. Rural low density is mapped near the intersection of Dan Kelly and Eden Valley Road and extends down Eden Valley to the Sandhagen Road area. Rural character conservation is designated along SR 112 and south down the first mile of Eden Valley Road. Rural very low density is utilized at the far west extension of Eden Valley to provide low density designations which grade into the commercial forest. The steep sloped, forested areas at the intersection of Little River and Black Diamond Road were designated for commercial forest mixed use to limit incompatible development in this heavily forested area. The same designation was used on Eagle Ridge as well as south of Eden Valley and Dan Kelly to limit incompatible development in this steep, heavily forested area. This neighborhood has large areas of commercial forestland south of SR 112 and on Eagle Ridge. Maintaining the forested foothills managed by the DNR and other land private landowners in commercial forest use is vital to maintaining the water quality in this neighborhood. Commercial forest use also contributes to the visual quality experienced in this neighborhood as well as maintaining a balance between residential uses and utilization of the actual productive nature of the land for growing commercial timber. Further encroachment of residential uses in commercial forestry areas will be prohibited during this planning time frame.

The neighborhood contains several large wetland complexes near Indian Creek, in the Eden Valley area and along the Elwha River which must be protected. Other critical areas in the neighborhood include the Elwha River, Little River, Lake Aldwell, Upper Colville Creek and the marine bluffs. Forest resource lands in the southern three-fourths of this neighborhood serve to protect landslide and erosion hazard areas while providing for productive use of the land.

US 101, SR 112, Place Road, Dan Kelly Road, Little River Road and Olympic Hot Spring Road provide excellent access to this neighborhood. Dan Kelly Road, Little River Road and Place Road are scheduled for road improvements in the Six-Year Transportation Improvement Plan.

(2) *Boundary.* ~~[Policy No. 1]~~ The Place Road/Eden Valley/Little River neighborhood is bounded by the Olympic National Park to the south, Dry Creek to the east and Lake Sutherland neighborhood to the west.

(3) *Land Uses.*

(a) *Policy 2.* Rural neighborhood conservation designation will be established on the Strait and overlooking the Elwha on Place Road and along Dan Kelly Road from SR 112 to the 90-degree corner on Dan Kelly. Rural neighborhood conservation will also be established near Granny's Café LAMIRD on US 101.

(b) *Policy 3.* A rural low density designation is mapped out near the intersection of Dan Kelly and Eden Valley Road and extends down Eden Valley to the Sandhagen Road area. Rural low density is also utilized just west of the Elwha on US 101.

(c) *Policy 4.* Rural very low density designations were mapped at the far west extension of Eden Valley to provide low density designations which grade into the commercial forestlands to the west. Rural very low is also mapped on private lands on either side of the NC zone near Granny's Café LAMIRD on US 101 to buffer the surrounding commercial forest resource lands.

(d) *Policy 5.* Rural character conservation is designated along SR 112 and south down the first mile of Eden Valley Road and just west and south of Herrick Road. Many of these lands have not been able to develop to their maximum density due to the large percentage of land within critical areas. Streams, ravines, wetland complexes, and erosion hazard areas are extensive in this area. Utilizing a rural character conservation approach would allow development to occur but would allow critical areas to be protected in large lot sizes and by homeowners' associations. To include these critical areas in small individual lots, such as the case under conventional zoning, would lead to loss of rural character, diminish water quality and destroy wildlife habitat.

(e) *Policy 6.* Clallam County shall recognize the interdependence of the Black Diamond and Little River neighborhoods and treat impacts as cumulative from both areas. Development in either area will impact the other as they are linked by a single road, depend on a limited water source and contain large tracts of viable timber land.

(4) *Resource Lands.*

(a) [*Policy ~~No.~~ 7.*] Forest lands of long-term commercial significance have been designated in the foothills and mountains which dominate this neighborhood. Ownership of forest lands is diverse: from the State of Washington to major private timber companies to individuals. Land uses adjoining that land shall ensure continued viability of long-term forest production, with increased setbacks from the forest line and notification of potential incompatible uses required during new development. ~~Further encroachment of residential uses into commercial forest areas shall be prohibited as it would severely impact the commercial viability of the area for commercial forestry.~~

(b) [*Policy ~~No.~~ 8.*] Development adjacent to designated forest lands of long-term commercial significance should be at rural very low density or shall utilize a commercial forest mixed use designation to provide a low density buffer to commercial forestlands. Where rural character conservation is mapped adjacent to commercial forestry, the large parcels or open space required along with rural character conservation development shall be utilized to buffer the commercial forestlands.

(5) *Elwha River.*

(a) [*Policy ~~No.~~ 9.*] 💧 Prepare, update, and distribute a fact sheet on Elwha River restoration and its relationship to County watershed goals. Address water quality and quantity, fish habitat, fish passage, and other concerns in regular updates that compare long-term river restoration goals and methods to achievement of watershed goals and objectives.

💧 Clallam County, Elwha S'Klallam Tribe

(b) [*Policy ~~No.~~ 10.*] 💧 Coordinate a citizens' information team of local volunteers to track the status of the restoration and provide information to the community through radio and press releases and distribution of a fact sheet on Elwha River restoration.

💧 WSU-Cooperative Extension, Elwha S'Klallam Tribe, City of Port Angeles, Clallam County, Dry Creek Water Association

(c) [*Policy ~~No.~~ 11.*] ♦ Utilize the site and activities of river restoration as a "living laboratory" with long-term educational and scientific value. Sponsor field trips, talks, and public forums to provide information to the community on river restoration and ecosystems in general.

♦ Elwha S'Klallam Tribe, WSU-Cooperative Extension, National Park Service, City of Port Angeles, Clallam County, Clallam Conservation District

(d) [*Policy ~~No.~~ 12.*] ♦ Provide technical support to the interagency river restoration team. Participate in restoration efforts that support watershed management goals, through dissemination of information on the project and through education of ~~citizens~~the public, groups, and agency staff.

♦ Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, Clallam Conservation District, WSU-Cooperative Extension, Dry Creek Water Association

(e) [*Policy ~~No.~~ 13.*] ♦ Conduct educational programs which address water quality and quantity issues and problems particular to the Elwha River watershed. Subjects covered should include land management; riparian management; water rights; ground water protection, and water conservation.

♦ WSU-Cooperative Extension, Elwha S'Klallam Tribe, Clallam County, City of Port Angeles, Dry Creek Water Association

(f) [*Policy ~~No.~~ 14.*] ♦ Regularly review existing regulations relating to critical areas, sewage disposal, and land division for adequacy and effectiveness of ground and surface water protection measures. Use existing regulations to protect water quality and quantity and to control specific sources of nonpoint pollution.

♦ Clallam County

(6) [*Policy ~~No.~~ 15.*] ♦ Indian Creek and Little River. These streams are currently in good condition; land use regulations and watershed management should be stringently applied to protect them from potential negative impacts.

♦ Clallam County, WA Department of Natural Resources

(a) Provide additional protection for water quality and habitat by establishing riparian management zones on these streams.

(b) ♦Recognize the connection between flows and habitat on the Little River related to the Elwha River. No further water rights appropriations should be granted on Little River until minimum flow standards are established to prevent loss of fish habitat and diseases associated with low-flow periods.

♦ WA Department of Ecology

(7) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 16.*] Water service is provided to a portion of this neighborhood by Crescent Water District. Residences along the Little River utilize water directly from Little River. Much of this neighborhood utilizes individual wells or small community water systems.

(b) [*Policy ~~No. 17~~.*] Individual on-site sewage disposal systems or community on-site sewage disposal systems should be utilized for waste treatment in this resource and rural density neighborhood.

(8) *Open Space and Greenbelts.*

(a) [*Policy ~~No. 18~~.*] The steep-sided creek ravines, Elwha River Valley and marine bluffs form natural greenbelts in this neighborhood. Extensive commercial forestry resource lands provide for retention of many open space values. Open space will occur as a result of wetland protection, stream buffering and rural character conservation development which requires large, rural sized lots to be retained in rural areas.

(b) [*Policy ~~No. 19~~.*] Owners of wetlands and ravines should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage. Owners of critical areas identified by an open space overlay should receive the advantage of qualifying for open space taxation regardless of property size. Critical areas contained in the open space overlay should be protected and linked whenever possible in rural character conservation designations by ensuring that the large, rural sized parcels retained as a result of development protect critical areas.

(9) *Transportation.*

(a) [*Policy ~~No. 20~~.*] Dan Kelly Road, Little River Road and Place Road are scheduled for road improvements in the six (6) year plan.

(b) [*Policy ~~No. 21~~.*] County gravel roads serving low density development or accessing commercial forest designation should remain a gravel standard to minimize conversion pressures. The eastern end of Eden Valley Road shall remain at gravel standard to limit conversion pressures in this neighborhood.

31.04.460 Lake Sutherland neighborhood – Issues and policies.

(1) *Neighborhood Concerns Identified in the Planning Process.* The Lake Sutherland neighborhood is bounded by the Olympic National Park to the south, Eden Valley to the east, Lake Crescent drainage divide to the west and Bear Valley to the north. With the exception of the area immediately adjacent to Lake Sutherland the neighborhood is all in commercial forest land use.

Rural suburban community designation describes the urban density development which surrounds Lake Sutherland. This designation will allow infill development at these urban densities but the area of the designation cannot be expanded to limit urban density development occurring outside of urban growth areas. Rural low density is mapped on the north side of Highway 101 in the area between the Shadow Mountain Store and the Lake Crescent Drainage divide. The area immediately surrounding the Shadow Mountain Store is designated rural neighborhood commercial and provides commercial services to area residents and the traveling public. Rural very low density is utilized in an area which has been divided into twenty (20) acre lots just north of the rural low density designation. These densities provide a transition from rural density to the commercial forest and should not be upzoned within this planning time frame.

This neighborhood has large areas of commercial forestland. Maintaining the forested foothills managed by the DNR and other large private landowners in commercial forest use is vital to maintaining the water quality in this neighborhood. Commercial forest use also contributes to the visual quality experienced in this neighborhood as well as maintaining a balance between residential uses and utilization of the actual productive nature of the land for growing commercial timber. Further encroachment of residential uses in commercial forestry areas will be prohibited during this planning time frame.

The neighborhood contains several large wetland complexes near Indian Creek and Lake Sutherland which must be protected. Other critical areas in the neighborhood include the Indian Creek and Upper Colville Creek. Forest resource lands in this neighborhood serve to protect landslide and erosion hazard areas while providing for productive use of the land. The neighborhood is concerned about maintaining water quality in Lake Sutherland but no major problems were discovered with lake water quality at this time. As more full time residences are located on the lake, failing on-site sewage disposal systems may become a problem.

The community is interested in establishing a new fire district to serve the Lake Sutherland community as this would reduce fire insurance rates in the area.

Highway 101 and East Beach Road provide excellent access to this neighborhood.

(2) *Boundary. ([Policy ~~No.~~ 1)]* The Lake Sutherland neighborhood is bounded by the Olympic National Park to the south, Eden Valley to the east, Lake Crescent drainage divide to the west and Bear Valley to the north.

(3) *Land Uses.*

(a) [*Policy ~~No.~~ 2.*] Rural suburban community designation describes the urban density development which surrounds Lake Sutherland.

(b) [*Policy ~~No.~~ 3.*] The area immediately surrounding the Shadow Mountain Store is designated rural neighborhood commercial and provides commercial services to area residents and the traveling public. The area surrounding Granny's store is also designated rural neighborhood commercial. These commercial uses can be expanded within the present area designated for this use but should not be expanded beyond these bounds during the planning time frame to encourage compact commercial service centers, to prevent "strip commercial" sprawl in rural areas and to maintain the scenic nature of this designated scenic corridor.

(c) [*Policy ~~No.~~ 4.*] Rural low density is mapped on the north side of Highway 101 in the area between the Shadow Mountain Store and the Lake Crescent Drainage divide.

(d) [*Policy ~~No.~~ 5.*] Rural very low density is utilized in an area which has been divided into twenty (20) acre lots just north of the rural low density designation.

(e) [*Policy ~~No.~~ 6.*] Rural very low density designations were mapped at the far west extension of Eden Valley to provide low density designations which grade into the commercial forestlands to the west.

(4) *Resource Lands.*

(a) [*Policy ~~No.~~ 7.*] Forest lands of long-term commercial significance have been designated in the foothills and mountains which dominate this neighborhood. Ownership of forest lands is diverse: from the State of Washington to major private timber companies to individuals. Land uses adjoining that land shall ensure continued viability of long-term forest production, with increased setbacks from the forest line and notification of potential incompatible uses required during new development. ~~Further encroachment of residential uses into commercial forest areas shall be prohibited as it would severely impact the commercial viability of the area for commercial forestry.~~

(b) [*Policy ~~No.~~ 8.*] Development adjacent to designated forest lands of long-term commercial significance should be at rural very low density or shall utilize a commercial forest mixed use designation to provide a low density buffer to commercial forestlands. Commercial forestland directly abut rural suburban community designations in the area of the lake due to the extremely steep nature of the ground. No transition designation is needed or is practical in this situation.

(5) *Lake Sutherland.*

(a) [*Policy ~~No.~~ 9.*] ♦ Encourage the consolidation of existing individual dock facilities to restore shoreline habitat potential where possible.

♦ Clallam County

(b) [*Policy ~~No.~~ 10.*] ♦ Prohibit the construction of bulkheads along the shoreline of Lake Sutherland.

♦ Clallam County

(c) [*Policy ~~No.~~ 11.*] ♦ Continue monitoring the waters of Lake Sutherland to establish better baseline information and to evaluate trends. Inform property owners about water quality monitoring results.

♦ Clallam County, Elwha S'Klallam Tribe

(d) [*Policy ~~No.~~ 12.*] ♦ Conduct a voluntary sanitary survey of all on-site sewage disposal systems around the lake to identify failing systems and offer incentives for making repairs.

♦ Clallam County, WSU-Cooperative Extension

(e) [*Policy ~~No.~~ 13.*] ♦ Encourage creation of a lake property owners' association so property owners can better communicate problems to each other and to their public officials.

♦ Clallam County, WSU-Cooperative Extension

(f) [*Policy ~~No.~~ 14.*] ♦ Provide educational materials to residents about use and maintenance of on-site sewage disposal systems, lawn fertilization, preserving wildlife and wetland habitat, and stewardship.

♦ Clallam County, WSU-Cooperative Extension

(6) *Public Services and Facilities.*

(a) [*Policy ~~No.~~ 15.*] Water service is provided by small community systems and individual wells in this area.

(b) [*Policy ~~No.~~ 16.*] Community on-site sewage disposal systems managed by homeowners' associations or the PUD should be the preferred form of treatment system around the lake. Further from the lake, individual on-site sewage disposal systems could be utilized for waste treatment in this resource and rural density neighborhood.

(c) [*Policy ~~No.~~ 17.*] Clallam County should work with area residents to determine the feasibility of establishing a new fire district to serve the Lake Sutherland community.

(7) *Open Space and Greenbelts.*

(a) [*Policy ~~No.~~ 18.*] Extensive commercial forestry resource lands provide for retention of many open space values. Open space will occur as a result of wetland protection, stream buffering and very low rural densities allowed in this area.

(b) [*Policy ~~No.~~ 19.*] Owners of wetlands should be encouraged to file conservation easements on these portions of their property to protect them from development, provide open spaces and gain tax advantage.

(8) *Transportation.*

(a) [*Policy ~~No.~~ 20.*] East Beach Road and South Shore Road should be widened.

(b) [*Policy ~~No.~~ 21.*] County gravel roads serving low-density development or accessing commercial forest designation should remain a gravel standard to minimize conversion pressures. The eastern end of Eden Valley Road shall remain at gravel standard to limit conversion pressures in this neighborhood.

Appendix A Implementation strategy.[1]

1 Appendix B (Environmental Impact Statement) and Appendix C (Concurrence Letters - 20 Letters) are on file in the Department of Community Development.

(1) *GMA Goals.* *Citizen participation and coordination.* Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(2) *Watershed Goals.* Ensure cooperation and coordination in resource management.

Promote stewardship by residents, decision makers, visitors, and agencies in the Port Angeles watershed.

(3) *Watershed Implementation Policies.*

(a) [*Policy ~~No.~~ 1.*] ♦ Ensure consistency between County and City regulations related to water resource protection and conservation where appropriate.

♦ Clallam County, City of Port Angeles

(b) *[Policy ~~No. 2.~~]* ♦ Develop a coordinated permit application which encompasses all the required information for all agencies with jurisdiction. Such a permit has been developed by the State and is being tested in other counties. After testing, Clallam County should work to provide a single permit based on this model.

♦ Clallam County, City of Port Angeles, WA Department of Fish and Wildlife

(c) *[Policy ~~No. 3.~~]* ♦ Continue local support of water resource management unit/program/team to oversee and coordinate efforts.

♦ Clallam County, City of Port Angeles, Clallam Conservation District, WSU-Cooperative Extension, Elwha S'Klallam Tribe

(d) *[Policy ~~No. 4.~~]* ♦ Share staff, information, expertise, and funding between governments, and between agencies and organizations, to efficiently distribute available resources, and to develop understanding of each other's mandates, issues, and priorities.

♦ Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, Clallam Conservation District

(e) *[Policy ~~No. 5.~~]* Share watershed management staff, programs, and funding between Clallam County and the City of Port Angeles.

♦ Establish a Watershed Council to function as an advisory board to the lead agency for plan implementation.

♦ Clallam County, City of Port Angeles, Elwha S'Klallam Tribe, WSU-Cooperative Extension, Clallam Conservation District

Composed of local, Tribal, State and federal governments and agencies, along with other community and public interests, this group will conduct regular forums related to water resource management. Functions provided by the Council could include:

(i) Reviewing and providing information about watershed issues;

(ii) Advising the lead agency on Watershed Protection District programs;

(iii) Identifying opportunities for interjurisdictional cooperation;

(iv) Resolving issues of interjurisdictional coordination;

(v) Examining concerns brought forward from the public;

(vi) Coordinating cooperative data collection and data sharing;

(vii) Communicating the results of studies and monitoring;

(viii) Resolving disputes regarding plan implementation responsibilities.

(f) [*Policy ~~No. 6.~~*] ♦ Draw together representatives of implementing agencies, local leaders (such as the media, councils and committees), consultants, and other interested and affected parties to review plan recommendations, identify responsibilities, and publicly establish the course and scope of implementation.

♦ Clallam County

(i) Identify an individual in each implementing agency or entity responsible for coordinating actions relative to the Plan.

♦ All implementing agencies

(ii) Familiarize local decision makers with plan recommendations and rationale, and urge them to use the Plan as an information source and policy guide.

(iii) Ensure implementing agencies coordinate with other water-related planning efforts.

(g) [*Policy ~~No. 7.~~*] ♦ Integrate the watershed policies and recommendations into respective resource and land use planning instruments where appropriate:

♦ All implementing agencies

- City and County comprehensive plans;
- Forest Service Land and Resource Management Plan;
- SEPA ordinance;
- Conservation District annual plan;
- DNR Land Management Plan and watershed analyses.

(i) Federal and State agencies, when developing watershed management programs, shall utilize existing local systems created for this purpose. Locally generated data, information, and plans, when developed in accordance with accepted protocols, shall be used for decision making, rather than conducting new studies and plans which will likely have similar results. Implementation of approved local plans shall take precedence over development of new plans.

(ii) Federal and State watershed management processes shall incorporate existing watershed plans into their initiatives. Federal and State watershed management processes shall consult with local watershed management committees or watershed councils early in the planning process.

(iii) Clallam County shall take an active role in the development, review, and implementation of State and federal watershed initiatives.

(h) [*Policy ~~No. 8.~~*] ♦ Dispute Resolution.

♦ Clallam County, all implementing agencies

In the event that there is a conflict in implementing plan recommendations, i.e., an entity or agency is unable to carry out an action, resolution of the issue will be carried out through a three (3) tiered process:

(i) *Staff Intervention.* A designated staff member of the lead agency, preferably one with the authority to make decisions on behalf of the lead agency, will attempt to mediate a solution consistent with plan objectives.

(ii) *Watershed Council Review.* If not resolved, the action item and representative parties may bring the subject to the committee for review and resolution.

(iii) *Annual Water Quality Forum.* Any items not resolved may be raised for discussion at the annual meeting to review and evaluate implementation. Public input should be sought during the forum.

(i) ~~[~~*Policy ~~No. 9.~~*~~]~~ ♦ Funding.

♦ Clallam County, all implementing agencies

(i) Ensure adequate funding for short and long-term plan implementation. Many of the policy actions recommended in this plan can be implemented with little or no cost through existing programs and budgets. Short-term projects should be funded through grants and loans, such as Centennial Clean Water Funds and State Revolving Funds. Other actions, such as monitoring, technical assistance, and education, must be ongoing if they are to be effective, and will require a long-term commitment of funding from the local community. Various methods of long-term, stable funding should be explored, including the establishment of a Shellfish Protection District, fees-for-services, punitive assessments. As with all the programs recommended in this plan, public input should be sought regarding potential funding methods, and decisions made should incorporate the needs and concerns of the taxpaying public.

(ii) Evaluate the various mechanisms and their capabilities and limitations.

(iii) Identify the necessary and planned services and facilities that might be funded.

(iv) Develop a comprehensive proposal for the services, facilities, fees, and authorities to be used.

(v) Generate the necessary public and political support to establish the program.

~~(j) [*Policy No. 10.*] ♦ Reporting.~~

~~♦ Clallam County, all implementing agencies~~

~~Prepare an annual report describing progress in implementing the Plan. The annual report should include a summary of monitoring and other data, statistical analyses, interpretation, and recommendations for changes.~~

~~(k)~~(j) ~~[~~*Policy ~~No. 11.~~*~~]~~ ♦ Monitoring and Evaluation.

♦ Clallam County, all implementing agencies

(i) Evaluate the outcomes of implementation activities against goals and objectives and respond to evaluation results.

(ii) Establish a local surface and ground water quality monitoring program which includes a long-term assessment component.

(iii) Establish a routine monitoring and sampling program to determine groundwater quality and quantity information. Maintain databases and maps of data acquired from various sources, including potable water requirement testing, the County laboratory, and the State drinking water database.

(iv) Provide opportunities for home water testing for well owners, especially for bacteria and nitrates, and incorporate information into databases and maps.

(v) Coordinate water quality and quantity data collection to ensure efficiency and sharing of information.

(vi) Make water quality and water quantity data and analyses from all jurisdictions within the watershed available for compilation into a single volume which is then redistributed to agencies, governments, libraries, and the public.

(vii) Conduct additional information gathering and analysis:

(A) Population studies, on-site sewage disposal system ages, land use changes, build-out scenarios, timber harvest, fire effects, groundwater relationships, marine water sampling, shellfish tissue sampling.

(B) Review development in the watershed to update land use information. Compile and analyze annually the information collected, and include in the annual report.

(C) Summarize information related to on-site sewage disposal systems, including failure rates and trends; areas of concern, and evaluate existing management strategies on an annual basis.

(D) Track all forest conversion applications in the watershed and publish the results in a report at the end of each fiscal year. Use the report to determine the cumulative impacts of conversions, as well as to provide an overview of land use changes over time.

(E) Geology and hydrology of the watershed, including hydraulic continuity and recharge, and identify potential groundwater pollution pathways.

(viii) Develop and conduct an ongoing evaluation process which is incorporated in the annual report. Actions and programs undertaken, progress toward objectives, and costs should be summarized, and recommendations made for responsive changes. Evaluation should include documentation of:

(A) Political will to implement programs;

(B) Adequate funding and cost effectiveness;

(C) Changes in knowledge, attitudes, skill, and behavior of participants in public involvement programs;

(D) Effectiveness of source control programs in preventing, discovering, and remediating sources of nonpoint pollution;

(E) Effectiveness of habitat protection and restoration projects;

(F) Effective use of incentive programs.

~~(l)~~(k) [*Policy ~~No.~~ 12.*] ♦ Other.

♦ Clallam County, all implementing agencies

(i) Form and maintain neighborhood councils

(ii) Incorporate meaningful and substantive participation by the public in plan revision.

(iii) Hold an annual water quality forum with public involvement.

(iv) Clallam County and the City of Port Angeles should meet annually to review programs related to joint management of water resources.

~~(m)~~(l) [*Policy ~~No.~~ 13.*] ♦ Time Frames. The following milestones and time frames are envisioned:

♦ Clallam County, all implementing agencies

(i) *Year One.* Implement actions which can be incorporated into existing programs, policies, and regulations. Conduct high-visibility projects and projects with a good chance of success to stimulate awareness and action. Target areas identified in the watershed plan, such as Big Boy Pond,

Tumwater Creek, and Morse Creek. Establish neighborhood councils. Focus on education, and tie education with incentives to encourage behavior change. Begin monitoring and data collection. Establish frequent interagency contact and coordination. Develop evaluation plan and techniques.

(ii) *Year Three.* Ongoing programs and long-term projects should be established by the third year. Focus on incentives and long-term implementation needs. Agencies and groups take increased responsibility for projects and activities. Data analysis should begin to show improvements.

(iii) *Year Five.* By the fifth year, watershed management should be fully institutionalized within County, city, and tribal programs. Actions and results should be documented. Evaluation should be fully underway, with recommendations for adaptation and adjustment made. Where education and incentives have not resulted in objectives being met, increase emphasis on regulation and enforcement when necessary.

~~(n)~~(m) [*Policy ~~No.~~ 14.*] ♦ Lead Agency.

♦ Clallam County, all implementing agencies

(i) Clallam County shall be lead agency for ensuring implementation of this Plan. The lead implementing agency is responsible for coordination among other implementing entities and for providing regular progress reports on implementation to the agencies and the public. Cooperative agreements may be used to facilitate coordination among implementing entities.

(ii) Numerous agencies and entities have been identified as having responsibility and/or jurisdiction over the implementation of plan actions:

- Clallam County Department of Community Development: Planning, Environmental Health, and Building
- Clallam County Public Works and Roads Department
- Clallam County Parks and Recreation
- City of Port Angeles
- Clallam Conservation District
- Port of Port Angeles
- WSU - Cooperative Extension Service
- WA Department of Natural Resources
- WA Department of Fish and Wildlife
- WA Department of Transportation
- WA Department of Ecology
- U.S. Department of Interior - National Park Service
- USDA - Natural Resources Conservation Service
- Elwha S'Klallam Tribe
- Clallam County Board of County Commissioners
- Clallam County Planning Commission
- Clallam County Shorelines and Sensitive Areas Committee
- PUD #1 of Clallam County
- Port Angeles School District
- Port Angeles Chamber of Commerce

Chapter 31.05
STRAITS REGIONAL PLAN

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31.05.270 Rural land use issues in the Western Straits.
31.05.280 Rural land use goals in the Western Straits.
31.05.290 Resource lands element for the Straits planning area.

~~31.05.300 Forest land use issues.~~

~~31.05.310 Goals and policies to conserve commercial use of forest lands.~~

SOURCE:	ADOPTED:
Ord. 572	05/27/95
AMENDED SOURCE:	ADOPTED:
Ord. 725	08/06/02
Ord. 803	12/19/06
Ord. 852	07/21/09

Article I: Introduction to the Straits Regional Plan

31.05.010 Overview and purpose of the Comprehensive Plan.

A comprehensive plan is the community's vision of its future. It guides the orderly development of the region. The purpose of the Comprehensive Plan is to generate initial discussion among ~~citizen~~members of the public~~s~~, public agencies, and other stakeholders on some of the major issues facing the future development of the Straits Planning Region (See map below). The Straits Regional Plan was generated by the ~~citizen~~ members of the Crescent Bay Community Council and the Clallam Bay-Sekiu Community Council. Although the Crescent and Clallam Bay Community Councils share many goals, there are enough differences in these areas to justify separate goal and policy sections covering rural, resource and urban growth areas. The goals and policies of the Crescent Community Council apply from its boundary with the Port Angeles Region through the eastern edge of Range 11. The Clallam Bay Community Council goals and policies apply to the Straits regional planning area lying west of Range 10.

The Straits Planning Region is one of four regional comprehensive plans being developed to comply with the Growth Management Act. These regional plans work in concert with a County-wide Comprehensive Plan which covers issues of County-wide importance. The Comprehensive Plan addresses issues of land use, public facilities/services, transportation, affordable housing and economic development.

31.05.020 Focus 2045 – Vision for the Straits Region.

We envision **the Straits Region as a vibrant rural and resource based community,...** In the year 2014~~45~~, the urban growth areas of Joyce, Clallam Bay, and Sekiu ~~have retained~~retain their small town character by concentrating commercial development into compact core areas. The commercial cores of these urban growth areas express the historic compatibility and coastal village design proposals first articulated by their community councils. Tree-lined streets and pedestrian-friendly town centers welcome local residents and tourists alike to stop and spend some time browsing through the locally produced merchandise or dining at the local cafes. Many hotel and tourist-related businesses have upgraded their facilities to attract tourists seeking destination resort accommodations and activities. Recreational trail users ~~will be~~are welcomed and directed to connections to many hiker, bicyclist, and equestrian trails in the nearby area. Local trails ~~will be~~are identified and mapped showing routes to the south, joining trails in the Olympic National Park and nearby Department of Natural Resources land as well as connections to the Olympic Discovery Trail to the coast. To the north, trails ~~will~~ lead to the scenic area of Salt Creek Park, Crescent Beach and their adjoining trail systems. Pedestrian amenities such as boardwalks, bicycle trails and fishing piers are utilized in combination with organized events to provide activities for local residents and visitors. Community festivals organized by local business throughout the year ~~have made~~make these urban areas popular sites for recreation-related conventions. Most residences in the urban growth areas are within walking distance of the commercial core. The urban growth areas in this region are linked by an efficient local transit system and provisions are made for non-motorized transportation utilizing bicycle lanes along Highway 112.

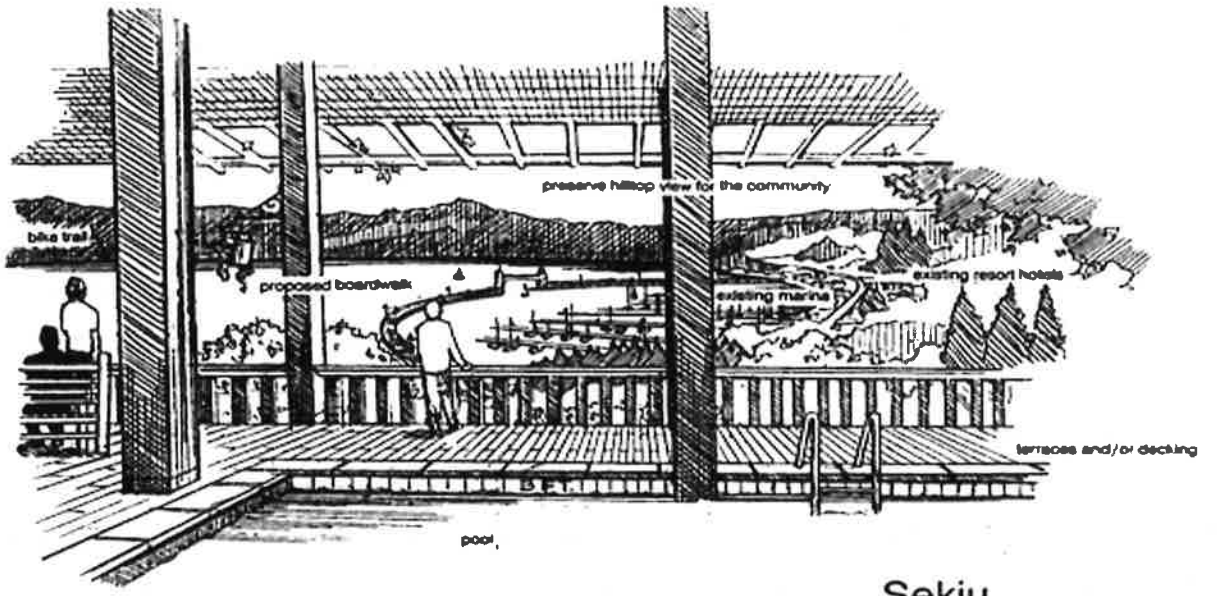
Sekiu
Proposed Conditions, Looking North on Front Street

Manufacturing and industrial concerns ~~have been~~are promoted through the creation of small business incubators in Joyce and Clallam Bay. Here, locally produced goods are manufactured and sold through the attached retail outlets. Limited resources are pooled through the use of common secretarial, computer and shipping services. Clallam Bay also saw new industrial development associated with and using labor from the Corrections Center at the Clallam Bay Industrial Park. Sekiu has upgraded the appearance of its waterfront and main street and is attracting resort guests through an active marketing program. The communities of Clallam Bay and Joyce have experienced job growth from the development of an aquaculture industry which produces shellfish and fish within the Straits and on upland sites. Several value-added wood products and specialty food products are being shipped from the area to the Pacific Rim Nations. All industrial uses except those associated with the forest industry are found within the urban areas. The Makah museums, long house, casino and port attractions at Neah Bay ~~have provided~~provide major employment opportunities on the County's west end. Its port has become a major oil spill response center and continues to be a major fishing center.

where the urban areas are the cultural, educational and growth centers of the region,...
The urban areas of Joyce, Clallam Bay, Sekiu and Neah Bay provide a mixture of employment, residential, commercial, cultural and recreational opportunities. A new community center/swimming pool complex was constructed in Sekiu using a combination of Corrections Center impact funds and State community development funds. Neah Bay has become a cultural center with a national reputation for its preservation of the Makah culture. ~~Peninsula College provides branch video centers in Sekiu and Neah Bay where students can use prerecorded video instruction and interactive video to fulfill college or advanced degree requirements of the~~

~~major schools in Washington.~~ Much of the new urban-type development which occurred after 1994 took place within the existing urban centers where infrastructure was in place or could be easily extended. Curbside pickup of solid waste and recycling has been established in Joyce. The Public Utility District, Crescent Water System and the County provide services within the unincorporated urban growth areas.

Figure – Proposed Community Center/Pool Complex



Sekiu
Looking South Across Sekiu From
Proposed Community Center / Pool

where resource management and conservation are the backbone of the economy,...

Forest resource lands, farms and important open space resource lands first identified in 1992 and 1993 remain in resource use. Many of the agricultural and open space resource lands visible from the highways have been permanently protected through ~~purchase of development rights,~~ rural low density/mixed use open space agreements and conservation easements. Truck farming operations on the periphery of the urban growth areas provide food products for urban residents and sales items for local farmers markets. The rural portions of the region identified in the 1994 plan have retained their rural character through the use of low density development options and utilization of rural low density/mixed use development approaches. A clear boundary exists between rural and urban areas. The application of forestry practices including selective harvesting, shelterwood cuts, viewshed management and watershed management have led to greater acceptance of harvesting practices and have vastly improved the appearance and ecological health of the working forest.

with a population that respects the beauty and function of the natural environment,... FortyTwenty years of work in education and environmental restoration have resulted in the development of a strong sense of stewardship among Straits residents towards the watersheds in their region. Critical areas are protected and environmental enhancement projects have restored many acres of wetlands and miles of steams to salmon runs. Few weekends go by when local groups are not found in the field working on habitat improvements or maintenance. Water is clean and abundant due to conservation efforts. The abundance of intact native plant communities and natural systems in the region are the focus of many professional research efforts which share their results with visitors and students through several interpretive centers built in the region. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations.

a good place to live,... The Straits region is known for its livable urban villages which express their own unique character. They are all noted for their quality of life, pedestrian orientation and superior design. The Highway 112 corridor is now tree lined as it passes through the urban areas, and businesses all along this corridor have upgraded their landscaping and physical appearance. Some high density, low cost housing has been built near the commercial core areas where easy access to transit and job opportunities is available. Well-designed and landscaped modular homes and multifamily developments provide an attractive low cost living environment. Unsightly land uses such as storage yards, junk yards and industrial have been screened and landscaped. Visitors to our area note the distinct rural boundaries on either side of the urban growth areas. Public access has been enhanced at Crescent Beach and to other marine shorelines. Recreational trails have been identified and enhanced in and around the region. Access for trail users to points of interest and other trails – such as the Olympic Discovery Trail – have been marked and maintained by local use groups. Increased use by local residents and tourists provides a point of pride and assures that the area is not only "a good place to live, but to visit."

where we work together... The Straits region enjoys a healthy and stable economy, emphasizing diversity in the range of goods produced and services provided. Tourism has become an economic focus for the west end retail community. In the Joyce area, mountain bike events on the Olympic Discovery Trail's "Adventure Route Trail" segment that traverses lands managed by the Department of Natural Resources have generated substantial revenue for the community. Many people work year-round in the forest industry and corrections fields. Businesses continue to locate in our County because of the high quality of life, provision of

business infrastructure, the emphasis on superior schools, and the ability of a family oriented community to provide a safe living environment for all. The business community also recognizes that the predictability brought about by the management of growth and the creation of effective public/tribal/private partnerships has fostered a relationship of trust between residents, business interests and governments. This trust has benefited the overall economic development of the County. Problems identified by residents and the business community are clearly articulated in the Plan and solutions have been proposed with clear sources of funding identified. Residents and business interests trust their local governments to follow through on solutions because the plans and promises made to manage growth in 1994 have been followed and changes to the original plan occur as a result of demonstrated community need. Relationships with tribal governments have improved as the community embraces its cultural diversity. Change is accepted and proceeds in an orderly fashion based on the growth management plan.

Over all, we envision a great place for all to live, work, and play!

Article II: Land Use

31.05.170 Land use element.

(1) *Relevant Growth Management Goals.*

(a) *Urban Growth.* Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(b) *Reduce Sprawl.* Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.

(c) *Transportation.* Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.

(d) *Housing.* Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(e) *Economic development*. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(f) *Natural Resource Industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(g) *Open Space and Recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks. Expand and enhance multi-use trail opportunities. Using forest service roads and easements for trails through private timber companies will maximize the use of land for recreation and timber harvest.

(h) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(i) *Property Rights.* Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

(j) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

(2) *Existing Conditions and Purpose.* The ~~1990~~2020 Census recorded 5,490~~5~~,473 people living in the Straits regional planning area. ~~Of this total, 2,507 live in the eastern half of the Straits Region and 2,966 people live in the western half of the Straits Region. Of the 2,966 people in the~~

west end,Of this total,-approximately 650499 live in Clallam Bay/Sekiu and 9161,692 live in the Neah Bay area.

Steady growth is predicted for the Clallam Bay/Sekiu/Neah Bay and Crescent/Joyce areas. These areasClallam Bay/ Sekiu experienced an averageannual population loss rategrowth rate of 0.933.41 percent and 2.2 percent, respectively, while Joyce experience an average annual growth rate of 0.6 percent between 20001980 and 2020.

The Straits Planning Region is characterized by a preponderance of commercial forest lands interspersed by small urban communities and rural lands. The communities of Clallam Bay, Sekiu, Joyce and Neah Bay provide the major urban services for the region. Small-scale commercial and tourist resort areas are located along and near SR 112. The majority of rural development is located within the eastern portion of the planning area. Rural areas on the west end of the area are located near Clallam Bay/Sekiu and isolated locations west of Clallam Bay on State Route 112 and the Hoko-Ozette Road. Tables 1 and 2 summarize the proposed land use acreages in each designation and the densities which would occur at full development of these areas.

Table 1. Acres in Each Western Straits Comprehensive Plan Designation and Density at Build-out

Land Use Designation	Acres	Density at Build-out
Urban Center	372 acres – 60 acres of critical areas = 312 acres	1,248 homes/2,995 people
Urban Residential	659 acres – 178 acres of critical areas = 481 acres	1,924 homes/4,618 people
Rural Suburban Community	219	438 homes/1,051 people

Land Use Designation	Acres	Density at Build-out
Rural Neighborhood Conservation	602	120 homes/289 people
Rural Low	2,036	407 homes/977 people
Rural Very Low	1,413	71 homes/170 people
Rural Neighborhood Commercial	68	
Industrial	275	
Commercial Forest	192,637	
Public (County and State Parks)	582	

Table 2. Acres in Each Eastern Straits Comprehensive Plan Designation and Density at Build-out

Land Use Designation	Acres	Density at Build-out
Urban Center	247	800 homes/1,920 people
Urban Residential	90	360 homes/864 people

Land Use Designation	Acres	Density at Build-out
Rural Neighborhood Conservation	508	101 homes/243 people
Rural Low	2,773	555 homes/1,332 people
Rural Very Low	233	12 homes/28 people
Rural Low/Mixed	6,923	2,885 homes/6,924 people
Rural Character Conservation (5)	424	85 homes/203 people
Commercial Forest/Mixed Use (5)	1,463	293 homes/703 people
Commercial Forest Mixed Use (20)	610	30 homes/72 people
Commercial Forest	52,371	
Rural Neighborhood Commercial	302	604 homes/1,450 people
Public (County and State Parks)	213	

The land use element of the Straits Regional Plan builds upon the existing County-wide Comprehensive Plan. The County-Wide Comprehensive Plan identifies three general land use patterns for the planning area: urban, rural and commercial forest lands. The following sections

identify a vision for each of these three general types of land use which details the progress and appearance that the Community Councils would like to see in the community by the year20452010. Goals and policies aimed at achieving the vision statement form the body of the Straits Regional Comprehensive Plan and will guide land use decisions made in this area over the next 20 years.

31.05.180 Urban growth areas – A vision for the Clallam Bay-Sekiu and Joyce urban growth areas.

We envision that the communities of Clallam Bay, Sekiu and Joyce have retained their small-town character by concentrating commercial development into compact commercial centers located at Clallam Bay, Sekiu, at Midpoint and in the central portion of the Joyce urban growth area. These commercial centers are separated or surrounded by areas of compact urban density development which provide convenient access for local residents to commercial conveniences and avoids the strip commercial blight which impacts many urban areas. The commercial core areas of Clallam Bay and Sekiu express the coastal village design guidelines first articulated by their Community Council. The commercial core of Joyce retains a small-town atmosphere and compatibility with historic buildings as articulated by its Community Council. Tree-lined streets and pedestrian-friendly village centers welcome local residents and tourists alike to stop and spend some time browsing through the locally produced merchandise or dining at the local cafes. A new roadside park in the center of Joyce, the redesigned County Park in downtown Clallam Bay and the Sekiu waterfront are favored locations for many community organized events held throughout the warmer months which attract many visitors to these urban areas. The village center in Clallam Bay also has seen many improvements with an upgrading of visual appearance, the provision of a community stage for events, improvements to pedestrian amenities and integration of the County park into the village center. A boardwalk constructed along the shoreline in Sekiu and extending around the marina is a major regional attraction. Hotels and urban businesses have upgraded their facilities focusing efforts on conversion of the facilities from accommodations for fishermen into the eventual development of a high-quality destination resort community. The fishing industry has rebounded in the last 10 years and Clallam Bay and Sekiu have diversified their tourism base by promoting recreational events such as diving, windsurfing, mountain biking and low-cost urban getaway packages.

The town of Joyce has capitalized on its central location to host several trail events. Mountain biking enthusiasts enjoy the trail system on close-by Department of Natural Resources land; equestrian events make use of access to the Olympic Discovery Trail and connecting links to the Mt. Mueller trail system; and day hiking and backpacking in the nearby Olympic National Park and Sadie Creek Trail system remain popular destinations. Newly developed off-road motorized and non-motorized trails from Sekiu to Cowan Ranch State Park are well-used. Providing support for these users benefits the Joyce economic base.

Well-designed and landscaped manufactured home parks and multifamily developments provide an attractive low cost living environment in the urban area. Public access to Clallam Bay has been enhanced by redesigning the County Park to face downtown Clallam Bay. Clallam Bay and Sekiu are linked to the larger urban areas by an efficient local transit system and provisions are made for non-motorized transportation between the towns through development of a bikeway corridor along Highway 112. Watershed and stream restoration grants have been used to employ local residents and restore valuable fish and wildlife habitat.

The urban areas of Clallam Bay, Sekiu, and Joyce provide a mixture of employment, residential, commercial, cultural and recreational opportunities. Employment and prison-related facilities and industries continue to expand at the Clallam Bay Corrections Center. Much of the new urban type development that occurred after 1994 took place within the existing urban centers where infrastructure was in place or could be easily extended. The PUD and the County provide services within the Clallam Bay-Sekiu urban growth area while Crescent Water provides service within the Joyce urban area.

31.05.190 Urban growth area issues.

(1) The Growth Management Act requires the designation of urban growth areas, within which growth will be encouraged and outside of which growth can occur only if it is not urban in nature. The Act defines urban growth as growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services.

(2) Urban lands are the location of primary economic activities such as retail, wholesale, professional offices and industry. Commercial and industrial uses often encourage other urban development around it, and increase the need for extension or improvement of public services and facilities. Therefore, those types of commercial and industrial uses should generally be allowed only in urban growth areas.

(3) The communities of Joyce, Clallam Bay, Sekiu and Neah Bay are the major providers of urban services in the Straits Planning Region. Interim urban growth areas were established for Joyce and the Clallam Bay-Sekiu area in October of 1993. Neah Bay was not designated a UGA, because it is not under the jurisdiction of Clallam County. Other areas of commercial and high density residential growth characteristic of urban areas were not designated urban growth areas due to their small size, limited potential for expansion, and availability of land within designated urban growth areas to support the 20-year growth of the Straits Planning Region.

(4) The current Clallam County Comprehensive Plan and County-wide Planning Policies both work towards conserving rural and resource lands and providing efficient use of public resources through encouraging development within urban growth areas. County-wide Planning Policies coordinate planning efforts between the incorporated and unincorporated portions of the County. These policies provide the following guidance for designating and implementing urban growth areas:

(a) Urban growth will be located first in areas already characterized by urban growth that have adequate existing public facility and service capacities to serve such development, second in areas already characterized by urban growth that will be served adequately by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources, and third in the remaining portions of the urban growth areas. Urban growth may also be located in designated new fully contained communities, as referenced in RCW 36.70A.110(3). ~~Urban growth areas should be established to avoid critical areas and designated resource lands. Where critical areas occur within the designated UGA, policies and regulations will be developed to ensure protection of such areas. (Landslide hazard areas exist between Clallam Bay and Sekiu. These areas should be designated as critical areas and building sites will be reviewed by a qualified engineer at the time of permit application.)~~

(b) Urban growth area designations shall consider the linkage with open space corridors within and between urban growth areas as required by the Growth Management Act.

(c) Public facilities and urban services will be designated, supported and constructed in accordance with standards specified in the UGA Urban Services and Development Agreements.Urban services to be provided within UGAs should include, at a minimum, provision for sanitary waste, solid waste disposal systems, water systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood and/or community parks.

(d) New or expanded urban services/facilities will be addressed in the six year capital facility plan or at time of new development to meet the identified needs.Urban services/facilities required to meet the needs of new development shall be provided, or shall be planned to be available within six years, to meet the levels of services established for such services within each UGA.

(e) The county and the cities will ensure appropriate techniques for managing future growth consistent with the designation of urban growth areas, such as a minimum density within the UGA and a maximum density outside the UGA. A range of densities should be provided for by the city and county for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multi-family development. The rural element of the County's comprehensive plan shall permit only those land uses that are compatible with the rural character of such lands and provide for a variety of rural densities and development patterns, including the use of cluster housing concepts to encourage conservation of open space and resource lands. Unincorporated UGA's should have equivalent zoning and urban development standards. Establish appropriate techniques for managing future growth consistent with the designation of urban growth areas, such as a minimum density within the UGA and a maximum density outside the UGA. A range of densities should be provided for lands within the UGA, including some lands for relatively low density single-family development and some lands at a range of densities both allowing and encouraging multifamily development.

(f) Urban growth area designations shall consider the need for future expansion of urban growth areas beyond the projected 20-year period required by the Growth Management Act. Special density considerations, when reasonable, shallwill be given at the edge of urban growth areas, if determined necessary based on a land use analysis, so that future extension of urban growth areas and urban services allows conversion to more efficient

urban patterns. Special density considerations could include reduced densities or cluster development options. Such considerations should occur during preparation and adoption of joint city/county comprehensive plans for the unincorporated urban growth area.

31.05.200 Straits Region urban growth area goals and policies (general).

Goal 1. Urban areas should provide for a balance between commercial growth, employment centers and residential development that ensures livability, preservation of environmental quality, open spaces, variety of housing, provision for high quality basic services at least cost, and orderly transitions between land uses within urban areas.

Policy 1. Commercial, industrial and high density residential development make intensive use of land and should be located in urban areas where sewer and water facilities are already located or can be easily extended.

Policy 2. Except where commercial, tourist commercial, industrial and high density residential land uses are already well-established in rural areas or where resource-based industries locate within resource lands, all commercial, industrial and high density residential land use should be located inside urban growth areas where sewer and water are present or can be extended.

Policy 3. In order to provide stability and predictability to where urban growth and services will occur, urban growth area boundaries should not be amended within the next 10-year period except in the cases of a new prison site, major prison expansion, or new major industry being approved in the immediate vicinity of the Clallam Bay and Sekiu urban growth area. The urban growth boundary would then be re-evaluated to determine if enough land for the facility were already located within the urban growth area as well as commercial and residential lands available to support the new facility and its employees.

31.05.210 Clallam Bay/Sekiu urban growth area policies and goals.

~~(a) *Goal 2: Physical Boundary Considerations.* The Clallam Bay-Sekiu Urban Growth Area (UGA) should be the major provider of urban services for the western portion of the Straits Planning Region. The Interim Urban Growth Boundary adopted by the Clallam County Board of County Commissioners in October, 1993 should remain in place except for the following changes: (i) include the mobile home subdivision south of Snob Hill on Highway 112, and (ii) exclude landslide hazard areas on the bluffs north of Sekiu.~~

(b) *Goal 23: Urban Growth Area Land Uses.* Residential, commercial and industrial land uses should be designated within the Clallam Bay-Sekiu urban growth area as a desirable means of preventing incompatible adjacent land uses. All new residential development within the urban growth area should be at urban densities or have the capability of being converted to urban densities.

Policy 4. Designate areas currently characterized by a mix of commercial, residential, and other uses as urban center lands. These areas should include the Clallam Bay, Sekiu, and Middle Point business districts.

Policy 5. Urban center lands should allow a mix of residential, commercial, and light industrial land uses that are compatible with the small town character of Clallam Bay-Sekiu.

Policy 6. Lands adjacent to the Clallam Bay, Sekiu, and Middle Point business districts should be designated as urban residential lands.

Policy 7. High density, multifamily development and mobile home parks should be located within the Clallam Bay/Sekiu urban growth area. Multifamily and mobile home park developments should provide landscaping/buffering.

Policy 8. The residential parcel size for newly created lots within the urban growth area shall be either less than 22,000 square feet or larger than 10 acres in order to encourage urban densities and the possibility of urban density redevelopment within the urban growth area.

Policy 9. Urban growth area lands adjacent to the Clallam Bay Corrections Center should be designated for industrial land use.

Policy 10. That portion of the Clallam River flowing through the urban growth area should have an urban shoreline designation to allow reasonable setbacks to be established in the urban area bordering the river.

Policy 11. Minimum lot sizes in the Clallam Bay/Sekiu urban growth area shall be: 7,000 square feet for single-family dwellings; 9,000 square feet for two-family structures; 14,000 square feet for three-family structures; 18,000 square feet for four-family structures; 19,500 square feet for five or more dwelling units, plus 1,000 square feet for each dwelling unit which exceeds five units; and 5,000 square feet for RV park lot units.

(3) *Joint Planning with the Clallam Bay-Sekiu Community Advisory Committee.*

(a) *Goal 3.* The compact commercial centers of Clallam Bay and Sekiu provide many desirable features which should be retained and improved upon through this planning period (2025-2045). These features include commercial cores with a walkable radius for visitors and residents, a business core with complementary uses in close association, and the flexibility of a mix of residential, commercial and light industrial in the core area.

Policy 12. Clallam County should maintain and support design standards for the commercial core in coordination with the Clallam Bay-Sekiu Community Advisory Committee.~~Clallam County should provide support to the Clallam Bay and Sekiu Community Advisory Committee in developing a plan for a commercial core improvement district. The plan should encourage development of aesthetically pleasing downtown commercial core areas in each community to attract local residents, tourists and new business development. Components of the plan should include streetscape improvements, landscaping for existing businesses, business facade improvements, waterfront view corridors, water accessibility through boardwalk and trails, pedestrian access, re-development of the County park, building design guidelines and landscaping standards for new businesses. A series of conceptual drawings (Chris Nolan, 1993) illustrate many of the landscaping and design features which will be considered in the formulation of guidelines for the commercial core improvement district.~~

Policy 13. Clallam County should work together with the Clallam Bay and Sekiu Community Advisory Committee to obtain funding through a variety of sources including grants and prison impact fees to finance formal implementation of the

commercial core improvement district plan and to finance needed community facilities (e.g., recreation facilities, visitor information center).

Policy 14. The Clallam Bay and Sekiu Community Advisory Committee should provide local review and recommendations for conformance of new business development with the commercial core improvement district plan to the Board of Clallam County Commissioners prior to the issuance of commercial or industrial building permits.

(b) *Goal 4.* Redesign the existing County Park in Clallam Bay to serve as a village green where community events can take place with dramatic views of Clallam Bay from the business district. Improvements should provide green spaces that front on the highway and encourage travelers to stop and enjoy the community. Bicycle trails should be provided and signed for access to local businesses and services. Shared parking agreements with adjacent businesses may be needed to allow portions of the existing lot to be converted to green spaces fronting on the highway.

Policy 15. Clallam County should work together with the Clallam Bay and Sekiu Community Advisory Committee to obtain funding through a variety of sources including grants and prison impact fees to finance redevelopment of the park. Proposed improvements should be subject to local review and recommendations of the Clallam Bay and Sekiu Community Advisory Committee and should be coordinated with the commercial core improvement district plan.

Policy 16. Directional signing and visibility of the County Park should be improved to attract visitors. Informational kiosks should be constructed to explain the economic, forest management and natural history of the Clallam Bay and Sekiu areas and provide visitor information on local attractions, lodging, services, and events.

(4) *Public Facility Considerations.*

(a) Policy 17. All new development in the Clallam Bay and Sekiu urban growth area shall be required to hook up to PUD or other public water systems and to the Clallam Bay and Sekiu sewage systems.

(b) Policy 18. Urban services to be provided within the Clallam Bay and Sekiu urban growth area should include sewer systems, solid waste disposal systems, water systems, urban roads and pedestrian facilities, transit systems, stormwater systems, police and fire

and emergency services systems, electrical and communication systems, school and health care facilities, and neighborhood/community parks.

(c) Policy 19. Should expansion of the Clallam Bay Correctional Facility take place, such an expansion shall occur within or directly adjacent to the urban growth area. ~~it shall be encouraged within or adjacent to the urban growth area.~~

(5) *Resource Lands Considerations.*

(a) *Goal 8.* State forestlands ~~designated for long-term commercial forestry~~ were included in the urban growth area in order to allow for growth and to provide a logical connection between the community and the Correction Center. Commercial forestry management of these lands should be allowed to continue as a preferred land use until nonforestry uses consistent with the land use policies of this section are proposed.

(6) *Open Space and Environment Considerations.*

(a) *Goal 9.* The Clallam Bay-Sekiu urban growth area includes marine shorelines, the Clallam River and other smaller drainages, classified unstable bluffs near Midpoint and elsewhere, wetlands, and associated marine and terrestrial fish and wildlife habitat conservation areas. Many of the forested areas along shoreline bluffs are designated as priority habitat for bald eagles which are State and federally listed as threatened species. The area also provides important habitat as part of migration routes for salmon, waterfowl, raptors, and other species – several of which are listed as State and federal species of concern.

Policy 20. Development of the urban growth area should mitigate impacts to these areas to ensure that the functions that such areas provide are retained and that human safety, property, and public resources are protected.

Policy 21. Clallam County and the Clallam Bay-Sekiu Community Advisory Committee should work with property owners to obtain grant funding or other monies in order to purchase the development rights from willing sellers to the landslide hazard areas located between Clallam Bay and Sekiu in order to more fully protect these critical areas from slides which could block roads or damage property.

(b) Policy 22. Public park lands along the Clallam Bay waterfront should be designated as open space/public lands.

(c) Policy 23. Clallam County should work with the Washington Department of Wildlife to develop an advanced Bald Eagle Management Plan for designated priority bald eagle habitat in the vicinity of Clallam Bay/Sekiu Urban Growth Area.

31.05.220 Joyce urban growth area goals and policies.

(1) *Goal 10.* The compact commercial center of Joyce provides many desirable features which should be retained and improved upon through this planning period (2025-2045). These features include a commercial core with a walkable radius for visitors and residents, a business core with complementary uses in close association, and the flexibility of a mix of residential, commercial and light industrial in the core area.

(a) Policy 24. The urban center zoning (formerly rural center) which allows a free mix of commercial, residential and light industrial land uses should be retained in the core area of Joyce. Only that portion of the Joyce urban growth area identified in urban residential and public land uses on the comprehensive plan maps is outside the core area. The core area extends along Highway 112 one-half mile to the west of the Joyce Museum and ends at Miller Road just over seven-tenths of a mile east of the Joyce Museum.

(b) Policy 25. The extent of urban center zoning should be maintained through the planning period (2025-2045) or until 80 percent of the land is fully utilized in commercial, industrial and high density residential (one-half acre lots or smaller) land use.

(c) Policy 26. Clallam County should coordinate with the Crescent Community Advisory Council to develop an advisory plan for Highway 112 streetscape, landscape and building design guidelines to encourage the development of a healthy and aesthetically pleasing downtown commercial core area.

(2) Policy 27. Grant funding and land donations should be sought for development of a roadside park within the core commercial area of Joyce. Development of a roadside park would provide a focus area for community activities and events. It would also serve to encourage the traveling public to stop and shop in the business district. Information kiosks could direct visitors to local attractions and advertise local events.

(3) Policy 28. Urban Center land use designations should allow a mix of land uses which provide limited goods and services needed by residents of the surrounding area and land uses which are compatible with the rural character of Joyce.

(4) Policy 29. The urban center land use designation and zoning should allow for a variety of residential, commercial, and light industrial uses consistent with the current zoning for rural centers except as follows:

(a) the types of permitted retail and wholesale uses should be small-scale operations which are compatible with the generally rural character of Joyce such as: general mercantile stores, grocery stores, gas stations, mini-marts, art and crafts stores, antique stores, lumber yards and hardware stores, feed stores, tack shops, nurseries and greenhouses, beauty/barber shops, day-care centers, liquor stores, laundromats, car washes, small professional offices (such as for lawyers or chiropractors), food service establishments, and taverns;

(b) bed and breakfast inns should be permitted uses in the urban growth area; (iii) special uses should include recreational vehicle parks, vehicular repair, and storage facilities, which uses should have special standards requiring off-Highway 112 location or heavy screening from the highway;

(c) light industrial locations should not front directly on Highway 112; and

(d) kennels, mineral extraction and mineral processing, car wrecking yards and metal recycling should not be allowed within the urban growth area.

(4) Policy 30. That portion of the Joyce urban growth area outside of the commercial core area should allow for high density residential development with a minimum of one nonresidential land use in order to encourage high quality residential development.

(5) Policy 31. That portion of the Joyce urban growth area which is outside of the commercial core area and not public land should be redesignated as urban residential land use and rezoned to urban residential zoning.

(6) Policy 32. Multifamily housing and manufactured home development should be located within or nearimmediately adjacent to commercial core area of Joyce in order to provide efficient access to the transit system and to serve as a transitional area between highway commercial development and lower density residential development.

(7) Policy 33. The maximum parcel size for newly created residential lots within the urban growth area shall be 22,000 square feet in order to encourage urban densities within the urban growth area.

(8) Policy 34. Clallam County shall work with the Crescent Community Advisory Council, PUD, and/or private entity to identify community septic disposal options for the Joyce urban growth area in order to foster urban density growth. Should a community drainfield be developed it should be managed by a public entity such as the PUD.

(9) Policy 35. Public or private urban services provided within the Joyce urban growth area should include provisions for sanitary waste, solid waste community disposal systems, water systems, urban roads, pedestrian/bicycle pathways and facilities; transit, storm water systems; police, fire, and emergency services; electricity and communications, school and health care facilities, and neighborhood and/or community parks.

(10) Policy 36. Clallam County and the Crescent Community Advisory Council will work with local property owners to obtain grant funding to purchase high quality wetlands on the inside periphery of the urban growth area in order to provide open space and greenbelts within the urban growth area.

(11) Policy 37. The urban growth area for Joyce is larger than can be justified by the population within its boundaries. Joyce does provide regional services for a much larger regional population. Due to the large size of the urban growth area, no additions to this area should be considered within the planning period unless more than eighty (80) percent of the area becomes occupied by commercial, industrial and high density residential development. Should it become necessary to expand the core area, the area to the south of the commercial core should be examined for future growth.

(12) Policy 38. Commercial forest resource lands found in close proximity to Joyce are very important to the rural character of the urban growth area and should be retained in commercial forest use.

Article III: Rural

31.05.230 Rural –element introduction for the Eastern Straits region.

(1) A Vision for Rural Lands in the Eastern Straits Regional Planning Area. We envision the rural lands in the Straits planning area as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters. Neighborhood/tourist commercial clusters are located at their present positions along the highway and have blended into the rural environment through the application of landscaping standards and rural design guidelines which emphasize the preservation of rural views. Recreational uses which promote open space values are encouraged to locate in rural areas along major highways to improve scenic vistas and buffer residential uses. Overly rigid development patterns which saw large areas of land divided up into uniform lot sizes with no provisions for intervening larger lot sizes or open space have largely been replaced by a more natural rural low density/mixed use development pattern in rural lands. This Comprehensive Plan designation encourages land owners to create a variety of lot sizes ranging from one-half acre residential lots to forty (40) acre woodlots and pastures. Allowing for a variety of lot sizes without increasing existing densities allows farmsteads, woodlots and affordable housing options to coexist in the same general area providing much more choice, affordability and variety than that which existed under uniform development patterns. The County's strategy for preserving rural character has focused on preserving productive rural open spaces, maintaining a diversity of lot sizes, allowing rural growth to occur on smaller lots without increasing current densities and concentrating rural commercial enterprises at existing locations along highways.

A clear boundary exists between rural and urban areas. Average density in the rural areas is less than one home per five (5) acres. Rural low density/mixed use and rural character conservation land use designations have been established in the rural areas which has allowed rural character to be preserved far into the future rather than allowing it to gradually degrade with development, as was occurring prior to adoption of the first ~~new~~ Comprehensive Plan in 1994. Several preexisting urban density developments are found within the rural area. Infill development within these suburban pockets is encouraged. Many of the agricultural and open

space resource lands have been permanently protected through purchase of development rights, rural low density/mixed use open space agreements and conservation easements. Forest resource lands, farms and important open space resource lands first identified in 1992 and 1993 remain in resource use.

Critical areas in the rural portion of the County are protected, and environmental enhancement projects have restored many acres of wetlands and miles of streams to salmon runs. Both the Comprehensive Plan and its implementing ordinances recognize the need to allow natural systems to be the key determinant of planning and land use activity. Incentive-based programs and ordinances seek to link, protect and enhance natural systems through appropriate zoning, conservation easements, covenants or other innovative means. Structures, roads and utility systems are placed in such a way as to minimize the alteration of the landscape and to preserve the operation of the natural systems and wildlife corridors. Water is clean and abundant due to conservation efforts. Careful stewardship has ensured the conservation of our land, air, water and energy resources for future generations and has enhanced present day property values and public safety.

(2) *Rural Land Use Issues.* The Growth Management Act defines rural lands by identifying them as the areas which are not urban growth areas and are not identified for long term commercial production of agriculture, forest, and mineral resources. The intent of the Growth Management Act is that "rural lands" and what constitutes "rural character" are to be defined at the local level. Sprawling, estate-type lots, which are too small for woodlots or small-scale agricultural uses are to be discouraged in rural areas.

It has been maintained by land use researchers in Washington that, "A new rural sprawl is consuming large amounts of land, splitting wide open spaces into fragments that are useless for agriculture, wildlife habitat, or other rural open space purposes." Since the Growth Management Act requires the control of sprawl, this term must be defined. Sprawl development has the following characteristics:

(a) Sprawl development lacks the density needed to provide efficient urban services but is too dense to be considered rural;

(b) Sprawl is the ever outward extension of commercial development along main highways or arterials also known as "strip commercial development;"

(c) Sprawl blurs the distinction between urban and rural environments;

(d) Sprawl is a density of rural development which creates conflicts between agriculture, forest resource or mining operations and residential uses;

(e) Sprawl will occur from the application of uniform lot sizes at densities greater than one home per five (5) acres over large areas as is the case under conventional zoning.

The Clallam County County-wide Planning Policies provide guidance to the densities which are not rural in character. These policies identify a density of one unit per acre as urban/suburban indicating that one acre per home densities without offsetting provision of open space would not be considered as "rural" in character. Several locally conducted visual preference surveys, questionnaires and comments at various public meetings indicate that many local residents think of rural lands as areas exhibiting low residential densities (one home per five (5) acres or less) that provide a mixture of rural land uses. Local residents indicate that rural land uses include farms, woodlots, and natural open spaces which are clearly distinguished from urban/suburban areas that are characterized by uniform lot sizes, lack of open areas and higher densities. The County-wide Planning Policies also indicate that maximum densities should be set for areas outside of urban growth areas, provide that the County's Comprehensive Plan shall permit only those land uses that are compatible with the rural character of such lands and that the rural element provide for a variety of rural densities and development patterns, including the use of cluster housing concepts to encourage conservation of open space and resource lands. Lastly, the County-wide Planning Policies suggest that rural areas abutting urban growth areas should provide for reduced densities or cluster development options in order to allow for future expansion of urban areas.

The Straits Region's current "rural character" is characterized large open spaces, small communities and pockets of concentrated residential development along the Straits of Juan de Fuca. Residential communities are separated by large contiguous areas of forest resource lands and a highly mixed rural development pattern of diverse lot sizes and land uses. "Rural character" consists not only of the visual appeal of farms, woodlots and homes but also encompasses people, their culture, traditional uses of natural resources and private property. Most people in the Eastern Straits Region live on parcels of five (5) or more acres in size and many directly or indirectly derive their income from timber, fishing, tourism and other industries that utilize natural resources. Many of those that commute to other areas for employment use their property for woodlots or small farming activities. The common threads that bind the community are a close attachment to the land and water, a commitment to good stewardship of resources, and a belief in self sufficiency and self determination.

The vision statement for rural lands in the Straits Region establishes the twenty (20) year vision for retaining rural character. Drawing from the vision statement "rural character" is defined as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist commercial clusters at existing locations. Density is less than one home per five (5) acres and uniform lot sizes developed over large areas are not encouraged. Rural character conservation and rural low density/mixed use designations would be established to ensure that rural lot sizes of five (5) acres or larger are interspersed throughout the rural area and that rural character could be maintained far into the future.

(3) *Current Trends.* Achieving the goals of the State Legislature contained in the Growth Management Act has been underway since the original 1994 plan. Current policies, regulations and market structure have parted from encouraging people to locate in rural areas while at the same time allowing development to occur in patterns which diminish the very character of the area that caused people to move there in the first place. ~~Many studies document the trend of recent development practices to divide the landscape into uniform residential lots at densities in between traditional urban and rural densities leading to what the legislature defined as sprawl. This is certainly the case in Clallam County where the landscape is rapidly being divided into one acre, 2.4 acre, and five (5) acre lot sizes. These individual lots contain some private open area but with no significant open areas between development. Land use studies show that there are already many vacant parcels in these size ranges which could meet much of the land demand need for this type of lot size over the next twenty (20) years.~~

During the past ten (10) years, the unincorporated or rural areas of the Straits Region have experienced most of the decade's growthpopulation loss. ~~It appears that many people moving to this County are looking for a rural lifestyle and do not see much advantage to choosing to live in urban areas.~~ These rural growth trends and the pattern in which they are occurring ~~do not~~ satisfy growth management objectives of reducing rural sprawl or encouraging development in urban areas where adequate public facilities/services can be provided in an efficient manner. Although population loss has occurred in the Straits Planning region, it is prudent to continue to plan to accommodate for population growth in urban areas where adequate public facilities/services can be provided in an efficient manner. ~~Without change, rural areas will continue to experience intense development pressures and a rapid decrease in rural quality of life.~~

(4) *Why Keep Rural Areas Rural?* There are many reasons for maintaining rural character in rural areas. Preservation of rural character has been a strong concern for residents of the Straits Region as evidenced by survey results. Some additional rationale is provided below:

(a) The designation of urban and rural areas allows efficient provision of public services and facilities when most growth is directed to compact urban centers. Studies have shown that the average annual cost to maintain services for developed land was thousands of dollars per acre more than maintaining services to productive forest lands and agricultural open spaces.

(b) Rural areas have traditionally offered a retreat from the bustle of urban life and offer additional choices of living environments for residents.

(c) The presence of rural lands is attractive to residents and visitors. If rural character is diminished, new residents and visitors could choose to locate or spend their time and money in areas that have retained their scenic areas.

(d) Rural areas bordering cities provide for the logical, planned future expansion of urban areas.

(e) Rural areas adjacent to urban centers are susceptible to sprawl which can quickly overwhelm community character, County budgets and way of life.

(f) Urban and resource areas are dependent upon each other, but tend to be uneasy neighbors. Rural areas can buffer urban and resource or natural areas from each other, so that each area can function without interference from the other.

(g) Rural areas, although not designated for long-term commercially significant timber and agricultural resource use, are also appropriate areas for resource operations.

(h) Small-scale farms can thrive in rural areas near urban centers. Intensive farming can be workable on acreage as small as ten (10) to twenty (20) acres.

(5) *Controlling Sprawl.* If sprawl is to be controlled, then urban growth should be encouraged in urban areas and should not be encouraged in rural areas. Further application of current development patterns over large rural areas will not result in retention of rural character. Fully developed areas of one acre, 2.4 acre, and even five (5) acre zoning without larger lot sizes or open space to break up the pattern would look very suburban in nature. The majority of land

will be devoted to large yards and a high percentage of the area utilized merely to provide road access to each lot. This plan contains several techniques to increase the diversity of lot sizes found in rural areas which works to maintain rural character, increase affordability of rural living, and protect critical areas.

~~(6) *What Happens to Rural Character under Conventional Development.* Further application of current development patterns allowed in rural areas will not result in retention of "rural character" or a high quality of rural living. The typical one acre to five (5) acre lot in a conventional zoning district will seem "rural" only so long as it borders pasture lands or woodlots of neighboring properties. However this is "borrowed" open space, temporary in nature. When those abutting properties are also developed for home sites, the surroundings will be suburban in character and the feeling of "living in the country" will be lost. After viewing fully developed areas of one acre, 2.4 acre, and even five (5) acre zoning, Clallam County residents participating in visual preference surveys indicated that these areas did not look rural. The majority of land in these suburban density subdivisions will be devoted to large yards and a high percentage of the area utilized merely to provide road access to each lot. Crescent area residents voiced the opinion at community meetings that rural character was difficult to maintain at 2.4 acre densities under conventional development due to a large percentage of the land which must be cleared on each lot just to provide space for a home and outbuildings. While they felt that conventional 2.4 acre zoning should be retained in a few areas near the Strait of Juan de Fuca (i.e., where development had already occurred at these densities), they recommended the use of large lot-small lot development patterns in most rural areas with this density.~~

(~~6~~7) *Conserving Rural Character by Utilizing a Rural Pattern of Development.* With these facts in mind, the Plan for the Eastern Straits Region calls for widespread utilization of rural character conserving development patterns when densities greater than one home per five (5) acres are allowed. The purpose of the rural low density/mixed use and the rural character conservation approach is to permit a reasonable amount of residential development while retaining the large lots, open spaces, sensitive natural areas, and rural community character that would be lost under conventional development at these same densities. Under the rural low density/mixed use and the rural character conservation approaches, densities available would usually remain the same as they were under earlier plans but residential lot sizes could be reduced to the one acre size range. By reducing the area required for the home site to that which is actually needed for residential use, the remaining acreage normally contained in individual lots would

be utilized to create large lot rural vistas between residences, to reduce the perceived density of development, to provide privacy and neighborhood identity and to retain natural features, woodlots and pasture land. This large rural lot can be owned in several ways. It could be owned or sold as one large residential lot by the property owner or it could be owned and managed by a homeowners' association. Since all the development rights will have been utilized, it will not be further subdivided but will remain in a large lot size functioning to retain the rural character for those who bought the lots from the property owner. Should the property owner decide that the rural low density/mixed use or rural character conservation approach will not work for them~~him~~, ~~he~~they may still divide the property down to a rural lot size of five (5) acres or larger in a rural low density/mixed use area or to a ten (10) acre lot size in a rural character conservation area.

Design guidelines in a rural low density/mixed use development would ensure that most properties fronted on the large residual lot for enjoyment of rural vistas and that individual housing clusters were limited in size to avoid the appearance of an urban housing development. Housing would be encouraged to locate in or near the timbered portion of the property to reduce its visual impact on adjacent properties and the exterior roads. The rural low density/mixed use and rural character conservation approach ensures that large lot sizes vital to the retention of rural character will be retained in rural areas. It allows most rural property owners to use their current development rights. Smaller lots still under one ownership or joint ownership could be recombined to ensure that this option is available to many property owners.

The rural low density/mixed use and rural character conservation approach has many positive features. Since the amount of land utilized in residential home sites is reduced to the actual amount needed for residential use, a significant percentage of each development could remain in open space tax classification and uses. This feature limits the tax penalties incurred by the developing property owner while allowing him the possibility of producing the same income from his property if he does a well-designed development. Case studies of existing open space developments in the Port Angeles area support the claim that buyers will pay as much or more for a lot in a well-designed open space development as they will for a five (5) acre lot. This development approach would minimize public expenses involved in maintaining roads since less roads would be needed to service compact, open space developments. Woodlots and farms retained under this approach would not only provide for productive use of the land and enjoyment for the residents of the developments but could be utilized in combination to

protect critical areas, connect wildlife corridors, provide space for livestock keeping, and otherwise minimize the impacts of development on the natural systems in the watershed. Problems with cluster ordinances would be avoided by providing only minor increases in density for utilizing this approach and through careful application of design guidelines to ensure the maintenance of rural character within such development areas.

(78) *Flexible Zoning.* A second approach will also be utilized in rural areas outside of areas designated for rural low density/mixed use and rural character conservation to allow for an increased diversity of rural lot sizes. Flexible zoning would allow the transfer of density within the ownership boundaries subject to a proposed land division, with no new lot being created less than one acre, and total number of lots determined based on the underlying zoning density. For example, a twenty (20) acre parcel is designated as rural low (one home per 4.8 acres). This allows the owner four (4) dwelling units. The owner decides to divide the property into two (2) 2.5 acre lots, one five (5) acre lot, and one ten (10) acre lot. This flexible zoning technique may achieve some affordable housing goals and preserve the rural character by having a variety of housing lot sizes scattered throughout rural areas. While this approach encourages creativity, it does not ensure that the property owner retain any larger, rural sized lots which would retain rural character. The property owner is still free to develop a grid-like pattern of development which will not retain rural character at densities greater than one home per five (5) acres. For this reason this particular technique will not be utilized in rural low density/mixed use designations where current large land ownership patterns allow for rural character to be fully retained.

(89) *Controlling Sprawl by Limiting Public Services Provided in Rural Areas.* Public facilities and services to be provided in rural areas must be defined. Where densities are lower than one home per five (5) acres, individual wells should be utilized but public water should not be denied if community water systems are willing to provide service. Rural densities should not require extension of sewer. While police, fire and transportation systems will be provided in rural areas, expected levels of service will be much less than that found in UGAs.

(910) *Implementing the Twenty (20) Year Rural Vision.* Realizing the twenty (20) year vision for the rural lands of the Straits Region will require further development of rural goals, policies, and implementing actions that both encourage and ensure preservation of rural character. Below is list of issues that need to be addressed to meet the twenty (20) year vision. Goals and policies to address these issues are included for review and discussion.

Goals and policies in the ~~land use~~rural ~~-~~element should promote the protection of not only the physical environment, but also protect private property rights, protect traditional uses of property and natural resources, and maintain economic opportunities through self determination. In developing the rural ~~land use~~ element of this Plan, the following principles were utilized.

(a) Lot sizes of five (5) or more acres are considered rural. A five (5) acre lot size allows sufficient room for small-scale hobby farming activities or woodlots. Persons seeking rural lots are more likely to share the traditional values and interests of the local community and thus reduce the conflict between "rural" vs. "urban" lifestyles.

(b) The visual appeal of rural areas is enhanced through a variety of lot sizes. Zoning should be flexible enough to allow property owners to divide their property into a variety of lot sizes and shapes.

(c) In consideration of the property rights of people who had higher densities prior to the implementation of the Growth Management Act, mechanisms for recapturing the higher densities through cluster development have been adopted. These mechanisms include flexible provisions for development contained within the land use designations of rural character conservation, rural low density/mixed use and commercial forest/residential mixed use. These options also allow property owners to provide building lots for their children or others without subdividing the entire property into uniform sized lots.

(d) In consideration of private property rights and the encouragement of economic opportunities, the Plan does not require conservation easements for the preservation of land when the rural low density/mixed use or rural character conservation development options are utilized. Clallam County is composed of eighty-five (85) percent State, federal and private commercial timberlands. The preservation of additional lands in conservation easements is not warranted unless the property owner would realize tax benefits from such a mechanism.

(e) Small land owners should not be required to provide buffer zones for State, federal and private timber lands. Utilizing low residential densities or cluster development at previous densities on lands adjacent to commercial forestlands should provide sufficient buffering of commercial forest lands as required under the Growth Management Act.

31.05.240 Rural land use issues in the Eastern Straits.

(1) *Retaining Rural Character in Rural Areas over the Long Term.* Problems of rural sprawl commonly associated with portions of eastern Clallam County and other localities in the State are only now becoming evident in certain locations in the eastern end of the Straits Region and are not commonplace in the western portion of the Straits Region. The absence of sprawl is not attributed to different policies or regulatory controls designed to protect "rural character," but rather to: (a) remoteness of the area; (b) development of rural lands closer to employment centers in eastern Clallam County; and (c) large acreages being owned and managed by the government for timber, recreation, and wilderness protection and large ownerships managed by private timber companies.

The potential for rural type sprawl exists in the Straits Region because current rural designations allow rural residential densities of one acre, 2.4 acres, and five (5) acres over large contiguous areas. These allowable densities are the same as rural lands in the vicinity of Port Angeles and Sequim and similar to other Washington localities where rural type sprawl is occurring. The typical land use pattern resulting in areas developing under these allowable densities more closely resembles a large lot subdivision characterized by uniform lot sizes, large lawns, and limited rural uses; rather than the former mixture of large and small lot sizes and rural land uses.

One acre densities spread over large areas that are not rural in character promote a density of development which leads to demand for urban levels of service in terms of schools, roads, and emergency services and do not support efficient provision of urban services. While 2.4 and five (5) acre lot sizes can appear rural in nature when mixed with larger lots, the repetition of this pattern over large areas does not promote retention of rural character. Further development of this type over large areas will only diminish rural character over time, increase the costs for rural service provision and inhibit the function of natural systems as development occurs in this artificial pattern across streams, wetlands, landslide hazard areas and erosion hazard areas.

The area most at risk for rural type uniform sprawl is the area generally described as east of Low Point, west of the Elwha River and between the Olympic foothills and the Strait of Juan de Fuca. This area contains over 10,666 acres of rural lands with allowed densities of five (5) acres or below, seventy (70) percent of which is at 2.4 acre densities and below.

(2) *Urban Residential Density Development in Rural Areas.* Commercial uses, industrial uses, and residential densities (exceeding one unit per acre when allowed to spread over large areas) are identified in the Clallam County County-wide Policies as urban in nature. These types of intensive developments are better suited for development in the designated urban growth area of Joyce.

The Growth Management Act does provide for ~~two~~three (32) types of urban density growth outside urban growth areas. These include new fully contained communities, ~~and~~ master planned resorts, and limited areas of more intensive rural development (LAMIRD). New fully contained communities are large-scale developments (640 acres) including a mix of residential, commercial and industrial land uses. Their establishment would require the formation of a new urban growth area and a corresponding decrease in established urban growth areas. Master planned resorts (240 acres) are self contained and fully integrated planned unit developments, in a setting of significant natural amenities, with a primary focus on destination resort facilities with developed on-site indoor and outdoor recreation facilities. The County can develop policies to guide the development of these type of facilities. The County can also designate LAMIRDs with a clear, logical boundary around an existing area of more intensive rural development and permit some development and redevelopment (and provision of necessary services).

(3) *Rural Commercial Activities.* Tourist and neighborhood commercial development areas such as at the intersection of Camp Hayden Road and Highway 112 need to be carefully controlled in order to preserve rural character. While this type of development provides needed services to tourists and rural residents alike, it should be maintained within a set size limit or length along the highway and should occur only at existing locations to promote compact rural service centers. The visual impact of nonresidential land uses in rural areas should be reduced through the use of high quality landscaping and design guidelines. Likewise resort facilities at Whiskey Creek Resort, at Crescent Beach, and at the Lyre River Campground should be designated for tourist commercial or rural limited commercial. Commercial uses allowed in rural residential zones should be limited by size and type in order to encourage commercial growth in urban growth areas and in appropriately designated tourist commercial areas.

(4) *Retaining Scenic Corridors along State Highways.* State Highway 112 is the major travel route in the Straits Region. Retention of the scenic values and rural feeling of this travel corridor is important to both residents and tourists alike as they travel to communities for goods and services and to popular recreation destinations.

31.05.250 Rural land use goals and policies in the Eastern Straits.

(1) *Goals and Policies to Retain Rural Character.*

(a) *Goal 1.* Rural areas should provide for a balance between human uses and the natural environment while permanently retaining the features of "rural character" such as clean water, clean air, open spaces, agriculture, forestry, low residential densities, wildlife habitats, quiet, rural lifestyles, outdoor recreation, and low traffic volumes which attract people to rural environments.

"Rural character" also should reflect the values of the local people, their culture and traditional uses of natural resources and private property.

Policy 1. Clallam County should coordinate with any federal or State agency on any proposal that would impact the rural character of the Straits Region. This would include joint planning and analysis of impacts to the environment, economy, customs and culture of the Straits Region through advisory committees and State Environmental Policy Act reviews.

(b) *Goal 2.* Rural character is best preserved through utilization of low density residential development with lots sizes of 10 acres or greater. Areas with properties in these size ranges should be retained to provide rural diversity and to encourage the continuation of rural land uses that generally require acreages larger than 10 acres.

~~(i) Policy 2. Areas zoned Forestry 1 in the 1982 plan may be appropriately redesignated for rural very low density (one unit per 20 acres) and retained at 20-acre densities to provide diversity of lot sizes in rural areas which promotes their use for woodlots as well as the retention of rural character.~~

(ii) Policy 23. Rural areas remote from County roads or with natural limitations (i.e., erosion hazard, landslide hazard, wetlands, streams) should be retained at one home per 20-acre rural densities to protect critical areas and foster diversity of parcel sizes in the rural areas. Rural densities in these areas would not be served by sewers or community septic systems but by individual septic systems. While police, fire and roads will be provided in low density rural areas, expected levels of service will be much less than that found in higher density rural areas or UGAs.

(c) *Goal 3.* Rural properties between 20 and 80 acres which are utilized primarily for pasture or small woodlots rather than commercial forestry, abut commercial forestlands, and which were zoned for conventional development at one home per 2.4 or five acres, should be designated Rural Character Conservation. The rural character conservation designation should allow the majority of the land to be in lot sizes larger than 10 acres, provide for additional diversity of lot sizes, and allow for homesites to be grouped in locations separated from the commercial forest area so that they will be less impacted by spraying, controlled burning or harvesting on nearby lands.

(i) Policy 34. Rural character conservation designations and implementing zoning should conserve rural character and rural quality of life by allowing development flexibility in creating either large rural lot sizes (10-acre minimum), or smaller residential lot sizes combined with larger residential lots which will not be further subdivided.

(ii) Policy 45. Design guidelines for development in rural character conservation designations will be ~~developed~~maintained to ensure that the development has a rural appearance and to reduce the visual impact on adjacent properties. These guidelines should include, but are not limited to, encouraging location of smaller lots in such a manner as to ensure that they enjoy views of the larger retained parcel, minimize excessive grouping of houses to avoid an urban housing development appearance, minimize the amount of access roads, and land management plans for common facilities and open space lands.

(iii) Policy 56. The rural character conservation designation and its implementing zoning districts, Rural Character Conservation 3 and Rural Character Conservation 5, should recognize one unit per five-acre densities if the majority of the development site is retained in a large lot. This type of development essentially describes a type of planned unit development (PUD) that retains rural character through retention of large rural lot sizes. Lot size flexibility should be built into the rural character conservation development concept through the use of a sliding scale which determines the percentage of the development which can be developed in smaller residential lot sizes and the percentage of the site which must remain in an undivided rural lot size or open space as follows:

~~• Lots between 11 acres and 19 acres will utilize all but one of the density credits available to the site in smaller residential lot sizes (maximum size of one acre) with the one remainder housing credit utilized by the larger remainder lot.~~

• Lots between 119.1 and 60 acres would allow development of up to 30 percent of the site in small lots, with 70 percent of the site in the large remainder lot.

• Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots, with 60 percent in the large remainder lot.

• Lots larger than 100 acres would allow development of up to 45 percent of the site, with 55 percent of the site in the large remainder lot or open space.

The large remainder lot will not be further subdivided as all the density of the site will have been utilized, and such restriction shall be permanently recorded on the plat maps at time of subdivision. The large remainder lot could be utilized for the mutual benefit of the adjacent property owners as part of their amenity package; could be utilized as a residential lot and/or for forestry, pasture, agriculture, or other rural land uses by the original owner; or could be sold to others who would utilize it for similar purposes. Road standards will be a gravel standard unless higher standards are proposed by the developer. ~~A density bonus of one additional housing unit per 40 acres will be allowed to encourage the use of rural character conservation PUDs on larger development sites.~~

(iv) Policy 6~~7~~. The rural character conservation designation and implementing zoning district should allow creation of residential lots 10 acres or larger if the option above is not utilized or desired. Lots 10 acres or larger should only be able to further subdivide if all the newly created lots will be 10 acres or larger or meet the lot size provisions outlined above.

~~(v) Policy 8. Lots between 9.6 acres and 11 acres (contiguous ownership at the time of adoption of this Plan will be utilized to determine the 11-acre threshold) located within rural low density/mixed use designation should be allowed to subdivide to the underlying density of the zoning district in a large lot/small lot pattern (maximum size of small lot residential parcel is 1.5 acres).~~

(d) *Goal 4.* The residents of the Eastern Straits Region believe that five-acre lots in a heavily wooded environment will retain many qualities of "rural character." Area residents also believe that conventional development at densities greater than one home on five acres without larger lots to break up the pattern will diminish "rural character" in most areas, limit size of traditional rural land uses (e.g., large residential lots, forestry, animal keeping, crops, etc.), and result in more impacts to the environment. In many rural areas where residential densities greater than one home per five acres have been allowed in previous plans, a rural low density/mixed use designation should be developed that provides for a pattern of development which retains a majority of these lands in larger lot sizes while recognizing current development rights.

(i) Policy 79. The rural low density/mixed use designation and implementing zoning should conserve rural character by allowing flexibility in creating either large rural lot sizes five-acre minimum or smaller residential lot sizes combined with larger residential lots which will not be further subdivided. Lands designated as rural low density/mixed use should meet the following criteria:

(A) Located outside of lands designated as commercial forestry or rural very low, and usually not include lands designated for densities lower than one unit per five acres.

(B) Lot size is generally larger than 10 acres, or vacant lots under one ownership that could be recombined to total 10 or more acres. Some lots smaller than 10 acres may be found within rural low density/mixed use designations.

(ii) Policy ~~8~~10. Design guidelines for development in rural low density/mixed use designations will be developed to ensure that the development has a rural appearance and to reduce the visual impact on adjacent properties. These guidelines should include, but are not limited to, encouraging location of smaller lots in such a manner as to ensure that they enjoy views of the larger retained parcel, minimize excessive grouping of houses to avoid an urban housing development appearance, minimize the amount of access roads, and land management plans for common facilities and open space lands.

(iii) Policy ~~9~~11. The rural low density/mixed use designation and its implementing zoning district, Rural Low Mixed,s should recognize one unit per 2.4 acre densities if the majority of the development site is retained in a large lot. This type of development essentially describes a type of planned unit developments (PUD) that retains rural character through retention of large rural lot sizes. Lot size flexibility should be built into the rural character conservation development concept through the use of a sliding scale which determines the

percentage of the development which can be developed in smaller residential lot sizes and the percentage of the site which must remain in an undivided rural lot size or open space as follows:

- Lots between 11 acres and 19 acres will utilize all ~~but one~~ of the density credits available to the site in smaller residential lot sizes (maximum size of one acre) ~~with the one remainder housing credit utilized by the larger remainder lot.~~

- Lots between 19.1 and 60 acres would allow development of up to 30 percent of the site in small lots, with 70 percent of the site in the large remainder lot.

- Lots between 60.1 acres and 100 acres would allow development of 40 percent of the site in smaller lots, with 60 percent in the large remainder lot.

- Lots larger than 100 acres would allow development of up to 45 percent of the site, with 55 percent of the site in the large remainder lot or open space.

The large remainder lot will not be further subdivided as all the density of the site will have been utilized, and such restriction shall be permanently recorded on the plat maps at time of subdivision. The large remaining residential lot could be utilized for the mutual benefit of the adjacent property owners as part of their amenity package; could be utilized as a residential lot and/or for forestry, pasture, agriculture, or other rural land uses by the original owner; or could be sold to others who would utilize it for similar purposes. Road standards will be a gravel standard unless higher standards are proposed by the developer. A density bonus of one unit per 40 acres would encourage the use of retaining the majority of the development site in large lot sizes as an option on larger lots.

(iv) Policy 102. The rural low density/mixed use designation and implementing zoning district should allow creation of residential lots five acres or larger if the option above is not utilized or desired. Lots five acres or larger should only be able to further subdivide if all the newly created lots will be five acres or larger or meet the lot size provisions outlined above.

(v) Policy 113. Lots between 4.8 and 11 acres (contiguous ownership at the time of adoption of this Plan will be utilized to determine the 11-acre threshold) located within rural low density/mixed use designation should be allowed to subdivide to the underlying

density of the zoning district in a large lot/small lot pattern (maximum size of small lot residential parcel is 1.5 acres).

(e) *Goal 5.* Maximum residential densities should be set for each Comprehensive Plan designation with the exception of rural low density/mixed use and rural character conservation designations. These maximum residential densities will be utilized in place of minimum lot size to control densities in order to create greater diversity of lot sizes in rural areas which contributes to retention of rural character.

(i) Policy 124. When land is subdivided, property deeds and plat maps should be recorded showing the number of development rights which have been utilized and the number which remain for each parcel created.

(ii) Policy 135. The presence of small lots in a rural area created utilizing a maximum density system should not be used as a justification for increased densities.

(f) *Goal 6.* Current densities allowed in the Straits Planning Region would meet the growth needs of the Region far beyond those identified for the next 20-year planning period. Rural densities should not be increased above current rural density levels during this planning time frame (2025-20451994 – 2014) in order to preserve rural character and to limit demand for public services and facilities in rural areas. The conversion of rural areas into higher density rural designations or zoning districts will be discouraged.

(i) Policy 146. Continued development at densities of one home per acre or less without offsetting provision of open space is not a preferred rural development pattern and will be discouraged. Areas currently zoned for one-acre lots which have not developed at these densities over large areas should utilize a rural low density/mixed use development approach to allow rural character to be preserved through open space retention. One-acre lot sizes will be allowed in the rural area in areas formerly designated Quillayute residential, in subdivisions developed at this density and in areas where these lot sizes are already existent over large areas (50 acres). Existing, legal, nonconforming lots will be buildable.

(ii) Policy 157. Continued development at densities of 2.4 acres per home without offsetting provision of open space is not a preferred rural development pattern and will be discouraged in the eastern half of the Straits planning area. Areas currently zoned for 2.4-acre lots which have not extensively developed at this density should utilize a rural low

density/mixed use development approach to allow rural character to be preserved through retention of permanently protected farmland and woodlots. Areas currently zoned for 2.4-acre lots that are characterized by a variety of development patterns should utilize a rural neighborhood conservation development approach which has a low base density subject to optional innovative zoning techniques triggered by either the size of the parcel (cluster technique) or the character of the surrounding neighborhood (overlay technique).

(iii) Policy 168. Development densities of 2.4 and five acres per home will be allowed in the western half of the Straits planning area where only small areas are available for rural type development and where livestock keeping is common. Development densities of 2.4 and five acres per home will also be allowed in rural areas where occupied lots in these lot sizes are already existent over large areas (50 acres). Existing, legal, nonconforming lots will be buildable under any change in zoning.

(g) *Goal 7.* Conversion of forest lands of long-term commercial significance located outside of urban growth areas into rural land uses other than master-planned resorts or for a State correction center expansion will be prohibited in order to retain the base of industrial forest lands that the County's primary industry is dependent on. These lands provide important functions relating to the preservation of water quantity and quality, for protection of habitat, and to provide scenic vistas from rural lands and highways vital to the conservation of rural character.

(i) Policy 179. Forested landowners should be encouraged to support trail systems for hikers, bicyclists, and equestrians thus maximizing the value of these forest lands to the community for recreation and a healthy lifestyle.

(2) *~~Goals and~~ Policies for Controlling Urban Densities and Commercial or Industrial Uses in Rural Areas.*

(a) *Goal 8.* Limit urban residential lot development outside of urban growth areas and critical areas.

(i) Policy 1820. Lots of one acre or less may only be created through an approved master plan resort, or lands within rural character conservation, rural low mixed, and rural suburban community designations, provided that such development is consistent with the applicable goals and policies of the Straits Regional Plan.

(b) *Goal 9.* The preferred location for master planned resorts should be within urban growth areas. Master planned resorts may also be appropriate in rural areas with waterfront or other significant natural amenities. Several waterfront sites with commercial forest/residential mixed use designations are available with the Eastern Straits regional planning area and may be appropriate locations for master planned resorts. These sites should be fully evaluated for use prior to any proposal on sites designated commercial forest.

(c) *Goal 10.* Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher densities than that anticipated by the regional land use plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance planned facilities.

(3) *Goals and Policies to Control Rural Commercial Activities.*

(a) *Goal 11.* Development of existing tourist commercial lands at the exit to Salt Creek on SR 112, at Whiskey Creek Resort, at Crescent Beach, and at the Lyre River Campground should be allowed subject to the following standards:

(i) Policy ~~19~~21. Allowable land uses should be limited to the following types of activities:

• Tourist facilities like snack bars, gift shops, antique stores and gas stations, RV parks/campgrounds and boat repair/sales.

• Services for the local neighborhood such as churches, barbers, etc.

• Small-scale retail serving the local neighborhood such as convenience grocery, etc.

• Small-scale motel and hotels (less than 60 rooms).

(ii) Policy ~~22~~20. Standards should be set for the development of these properties, including:

• Limiting the percentage of impervious surface to maintain an "open" atmosphere.

• Requiring setbacks, buffers and screening to separate commercial from adjacent residential zones.

• Require high standards of street and building landscaping to protect rural character.

• Limiting the size of any one building (less than 5,000 square feet) to avoid large-scale facilities in rural areas.

(b) *Goal 12.* Commercial uses allowed in rural residential designations should be limited to those which would not impact rural character. Those commercial-type uses allowed in rural residential areas should meet the standards above. The following revisions should be made to the allowed uses in rural zones:

(i) Policy 2321. Commercial outdoor oriented recreational use in rural residential designations shall be limited to boat launching facilities, golf courses and similar uses carried on outside of buildings in order to direct intensive commercial uses such as motels, hotels, restaurants, RV parks and variety stores to locate in appropriate areas including urban growth areas, tourist commercial designations or in master planned resorts.

(ii) Policy 2422. Professional offices, exceeding the scope of home enterprises, shall locate in urban growth areas, tourist commercial designations, neighborhood commercial designations and limited commercial designations.

(iii) Policy 2523. Research facilities that require rural locations due to the type of research conducted may be appropriately located in rural areas but those facilities whose research does not dictate a rural location shall locate in appropriate areas including urban growth areas or in rural commercial limited designations.

(iv) Policy 2624. Communication broadcast stations, mini-storage and boat storage shall locate in urban growth areas (all three uses), tourist commercial (boat storage) and rural limited commercial (all three uses) designations.

(b) *Goal 13.* Home-based industries and businesses are an essential part of the economic vitality of rural areas and should be allowed to the extent compatible with surrounding land uses.

(4) *Goals to Retain Scenic Corridors along State Highways.*

(a) *Goal 14.* In order to preserve scenic rural corridors, the preferred land uses along State highways should include low density residential interspersed with neighborhood/tourist commercial at existing locations along the roadway. Further development of commercial uses outside of these existing locations would not be permitted in order to direct a majority of commercial and industrial development to urban growth areas.

(i) Policy ~~27~~25. Residential densities within a quarter mile of the State highways outside the urban growth area and rural suburban communities should be no greater than one home per five acres or develop using a rural low density/mixed use approach.

(ii) Policy ~~28~~26. Residential setbacks from the highway should be large (300 feet unless natural topography screens views of residences) in order to preserve rural character, minimize the effects of road noise on residences, to prevent commercial conversion pressures and to improve or maintain the visual appearance of these important scenic corridors.

(iii) Policy ~~27~~29. Where residential setbacks of 300 feet are not possible or would conflict with critical area protection, other screening options should be encouraged such as retention of trees and landscaping.

(b) *Goal 15.* In order to preserve scenic rural corridors, Clallam County should work with the Department of Natural Resources and other large forest land owners to make corridors along State highways a showcase for forestry practices such as commercial thinning, roadside forested buffers, shelterwood cuts and other modern silvicultural practices.

(i) Policy ~~28~~30. A linear, non-motorized, multi-use trail should be ~~included~~ further developed in the SR 112 scenic corridor to allow bicycle traffic a safe route for pleasure and commuter travel. Where appropriate, use of the trail should include horses.

31.05.260 Rural element introduction for the Western Straits Region.

(1) A Vision for Rural Lands in the Western Straits Regional Planning Area. We envision the rural lands in the western half of the Straits planning area as a scenic patchwork of large open fields and woodlots interspersed with rural homesteads and serviced by neighborhood/tourist

commercial clusters. Neighborhood/tourist commercial clusters are located at their present positions along the highway and have blended into the rural environment through the application of landscaping standards and rural design guidelines which emphasize the preservation of rural views. Recreational uses which promote open space values are encouraged to locate in rural areas along major highways to improve scenic vistas and buffer residential uses.

(2) The western portion of the Straits area has only small areas which can be developed for rural land uses and these are interspersed with large areas in commercial forest production. These circumstances allow retention of rural character even under conventional development scenarios. ~~The Community Council's strategy for preserving rural character has focused on preserving productive rural land uses, maintaining a diversity of lot sizes and concentrating rural commercial enterprises at existing locations along highways.~~

31.05.270 Rural land use issues in the Western Straits.

(1) *Retaining Rural Character in Rural Areas over the Long Term.* Problems of rural sprawl commonly associated with portions of eastern Clallam County and other localities in the State are only now becoming evident in certain locations in the eastern end of the Straits Region and are not commonplace in the western portion of the Straits Region. The absence of sprawl is not attributed to different policies or regulatory controls designed to protect "rural character," but rather to: (a) remoteness of the area; (b) development of rural lands closer to employment centers in eastern Clallam County; and (c) the presence of large timberland acreages being owned and managed by the government and large private timber companies.

The western portion of the Straits Region has small, mostly isolated areas of designated rural lands which are interspersed with large acreages in commercial forestry use. These circumstances allow retention of rural character even with conventional development scenarios of 2.4- and five-acre lots.

(2) *Urban Residential Density Development in Rural Areas.* Areas designated under the current Comprehensive Plan as Quillayute residential and mixed use allow urban sized residential lots where soils are well drained. The mixed use zones also allow urban uses such as commercial and industrial. The Quillayute residential areas are located west of Clallam Bay, along Highway

112, between Shipwreck Point and the mouth of the Sekiu River and in the vicinity of Bullman Creek. The mixed use areas are located along the Hoko-Ozette Road.

Many types of commercial land uses, industrial land uses and urban density residential lots are identified in the Clallam County County-wide Policies as urban in nature. These types of intensive use are better suited for development in the designated urban growth area of Clallam Bay/Sekiu. Residential uses in the Quillayute residential areas are fairly well established, immediately adjacent to the coast. Most of the bluffs behind the housing in these areas currently designated Quillayute residential are classified as landslide hazard areas and are owned by large private timber companies. Landslide hazard areas are not appropriate for urban type development. The mixed use area contains some residential development but is generally undeveloped and still in large lot sizes.

The Growth Management Act does provide for three (3)~~two~~ types of urban density growth outside urban growth areas. These include new fully contained communities, ~~and~~ master planned resorts, and limited areas of more intensive rural development (LAMIRD). New fully contained communities are large-scale developments (640 acres) including a mix of residential, commercial and industrial land uses. Their establishment would require the formation of a new urban growth area and a corresponding decrease in established urban growth areas. Master planned resorts (240 acres) are self contained and fully integrated planned unit developments, in a setting of significant natural amenities, with a primary focus on destination resort facilities with developed on-site indoor and outdoor recreation facilities. The County can develop policies to guide the development of these type of facilities. The County can also designate LAMIRDs with a clear, logical boundary around an existing area of more intensive rural development and permit some development and redevelopment (and provision of necessary services).

(3) *Rural Commercial Activities.* Tourist and neighborhood commercial development areas such as those at Cain's Marine south of Clallam Bay, at Chito Beach and at Bullman Beaches ~~are not currently designated or zoned for commercial land use~~have been designated as LAMIRDs since 2007. ~~These designations contain development with a clear boundary and utilize zones such as Rural Neighborhood Commercial, Rural, or Tourist Rural to promote existing commercial uses while setting standards that preserve rural character. This plan designates these areas for commercial development but recognizes that development standards are needed for new commercial development in order to preserve rural character. While T~~this type of development has provideds needed services to tourists and rural residents alike. Since their creation in 2007

and modification to comply with the GMA in 2009 these LAMIRDs have successfully contained tourist services within clear boundaries, have prevented commercial development outside of their boundaries, and have accommodated for existing uses and provided services. ~~, it should be maintained within a set size limit or length along the highway and should occur only at existing locations to promote compact rural service centers.~~ Over the next planning period, the zoning designations which enable the conservation of rural character and enable the LAMIRDs to accommodate existing tourist commercial uses should be maintained. LAMIRD standards as outlined in the zone code have been successful in maintaining rural character and should be maintained. ~~The visual impact of highway related tourist commercial land uses in rural areas should be reduced through the use of high quality landscaping and building design guidelines. Likewise resort facilities at Silver King Resort and at Snow Creek should be designated for tourist commercial land use. Commercial uses allowed in rural residential zones should be limited by size and type in order to encourage commercial growth in urban growth areas and in appropriately designated tourist commercial areas.~~

(4) *Retaining Scenic Corridors along State Highways.* State Highway 112 is the major travel route in the Straits Region. Retention of the scenic values and rural feeling of this travel corridor is important to both residents and tourists alike as they travel to communities for goods and services and to popular recreation destinations.

31.05.280 Rural land use goals and policies in the Western Straits.

(1) *Goals and Policies to Retain Rural Character.*

(a) *Goal 1.* Rural areas should provide for a balance between human uses and the natural environment while permanently retaining the features of "rural character" such as clean water, clean air, open spaces, agriculture, forestry, low residential densities, wildlife habitats, quiet, rural lifestyles, outdoor recreation, and low traffic volumes which attract people to rural environments.

(b) *Goal 2.* Rural character is best preserved through utilization of low density residential development with lots sizes greater than five acres. Properties in these size ranges should be retained to provide rural diversity and to encourage the continuation of rural land uses that generally require larger acreages.

(i) Policy 1. ~~Areas currently designated for forest land use at~~Maintain the designation of Rural Very Low at one unit per 20-acre ~~density~~ties ~~should be redesignated as rural very low density (one unit per 20 acres) which~~to recognizes that the major uses of this land is for woodlots and pasture. ~~Large lot sizes retain rural character and provide for buffers between commercial forest lands and higher density rural development patterns.~~

(ii) Policy 2. Rural areas remote from County roads or with natural limitations (i.e., erosion hazard, landslide hazard, wetlands, streams) or those rural lands that could be used to buffer commercial forest lands should be retained at one home per 20-acre rural densities to protect critical areas and foster diversity of parcel sizes in the rural areas.

(c) *Goal 3.* Current densities allowed in the Straits Planning Region should meet the growth needs of the region far beyond those identified for the next 20-year planning period. Rural densities should not be increased above current rural density levels during this planning time frame (~~19~~9420~~25~~ – 20~~14~~45) in order to preserve rural character and to limit demand for public services and facilities in rural areas. The conversion of rural areas into higher density rural designations or zoning districts will be discouraged.

(i) Policy 3. Continued development at densities of one home per acre or less without offsetting provision of open space is not a preferred rural development pattern and should be discouraged. One-acre lot sizes will be allowed in the rural area where existing subdivisions developed at this density by July 1, 1990, pursuant to the provisions of CCC 31.02.263. Areas characterized by a variety of development patterns should utilize a rural neighborhood conservation development approach which has a low base density subject to optional innovative zoning techniques triggered by either the size of the parcel (cluster technique) or the character of the surrounding neighborhood (overlay technique). Existing, legal, nonconforming lots will be buildable (Chapter 33.52 CCC).

(ii) Policy 4. Development densities of 2.4 and five acres per home will be retained in the western half of the Straits planning area where only small areas are available for rural type development and where livestock keeping is common. Development densities of 2.4 and five acres per home will also be allowed in rural areas where occupied lots in these lot sizes are already existent over large areas (greater than 50

acres). Existing, legal, nonconforming lots will be buildable under any change in zoning (Chapter 33.52 CCC).

(d) *Goal 4.* Maximum residential densities should be set for each Comprehensive Plan designation and should be utilized in place of minimum lot size to control densities in order to create greater diversity of lot sizes in rural areas which contributes to retention of rural character.

(i) Policy 5. When land is subdivided, property deeds and plat maps should be recorded showing the number of development rights which have been utilized and the number which remain for each parcel created.

(ii) Policy 6. The presence of small lots in a rural area created utilizing a maximum density system should not be used as a justification for increased densities.

(e) *Goal 5.* Clallam County should seek grant funding which will allow the County to refine the floodplain maps for the Clallam Bay area as the current maps contain many errors.

(f) *Goal 6.* Small land owners should not be required to provide buffer zones for State, federal and private timber lands. Utilizing low residential densities or cluster development at previous densities on lands adjacent to commercial forestlands should provide sufficient buffering of commercial forest lands as required under the Growth Management Act.

(2) *Goals and Policies for Controlling Urban Densities and Commercial or Industrial Uses in Rural Areas.*

(a) *Goal 7.* Urban residential lot development should be directed into urban growth areas and away from critical areas and rural areas.

(i) Policy 7. Lands currently designated and zoned as Quillayute residential will be redesignated as rural suburban community. Infill development of existing lots will be encouraged and creation of new lots will be allowed within the area limits set by the Clallam Bay/Sekiu Community ~~Council~~Advisory Committee. Rural residential communities and other areas that retain their one-acre densities will not be expanded beyond these initial limits in order to ensure that urban density development occurs within and not outside of urban growth areas.

(ii) Policy 8. Lots of one acre or less may only be created through an approved master plan resort provided that such development is consistent with the applicable goals and policies of the Straits Regional Plan.

(iii) Policy 9. Redesignate landslide hazard areas in lands currently designated as Quillayute residential for very low rural residential or commercial forestry uses.

(iv) Policy 10. Rural lands bordering the Hoko-Ozette Road currently designated as mixed use lands should be redesignated as rural low density (one home per five acres) or rural very low density (one home per 20 acres) reflecting their current parcelization and rural character.

(b) *Goal 8.* The preferred location for master planned resorts should be within urban growth areas. Master planned resorts may also be appropriate in rural areas with waterfront or other significant natural amenities.

(c) *Goal 9.* Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher densities than that anticipated by the regional land use plan. Water purveyor plans must demonstrate that new facilities are consistent with the Comprehensive Plan and won't require increased densities to finance planned facilities.

(3) *Goals and Policies for Rural Commercial Activities.*

(a) *Goal 10.* Development of existing tourist commercial lands at Cain's South of Clallam Bay, at Silver King Resort, near Chito and Bullman Beaches and at Snow Creek should be allowed within the area limits set by the Land Use subcommittee in its tourist commercial designation, and subject to the following standards:

(i) Policy 11. Allowable land uses should be limited to the following types of activities:

• Tourist facilities like snack bars, gift shops, antique stores and gas stations, RV parks/campgrounds and boat repair/sales.

• Services for the local neighborhood such as churches, barbers, etc.

• Small-scale retail serving the local neighborhood such as convenience grocery, etc.

• Small-scale motel and hotels (less than 60 rooms).

(ii) Policy 12. Standards should be set for the development of these properties, including:

• Limiting the percentage of impervious surface to maintain an "open" atmosphere.

• Landscaping should be utilized to blend the development into rural areas.

(b) *Goal 11.* Some of the commercial uses currently allowed in rural residential designations should be redirected to urban growth areas and rural commercial designations. This will encourage the growth of urban areas, limit incompatible uses in rural areas and provide for additional commercial opportunities in rural commercial designations. Those commercial type uses allowed in rural residential areas should be landscaped to blend into the rural environment. The following revisions should be made to the allowed uses in rural zones:

(i) Policy 13. Commercial outdoor oriented recreational use in rural residential designations shall be limited to boat launching facilities, golf courses and similar uses carried on outside of buildings in order to direct intensive commercial uses such as motels, hotels, restaurants, RV parks and variety stores to locate in appropriate areas including urban growth areas, tourist commercial designations or in master planned resorts.

(ii) Policy 14. Professional offices, exceeding the scope of home enterprises, shall locate in urban growth areas, tourist commercial designations, neighborhood commercial designations and limited commercial designations.

(iii) Policy 15. Research facilities that require rural locations due to the type of research conducted may be appropriately located in rural areas but those facilities whose research does not dictate a rural location shall locate in appropriate areas including urban growth areas or in rural commercial limited designations.

(iv) Policy 16. Communication broadcast stations, mini-storage and boat storage shall locate in urban growth areas (all three uses), tourist commercial (boat storage) and rural limited commercial (all three uses) designations.

(c) *Goal 12.* Home-based industries and businesses are an essential part of the economic vitality of rural areas and should be allowed to the extent compatible with surrounding land uses.

(4) *Goals to Retain Scenic Corridors along State Highways – Goal 13.* In order to preserve scenic rural corridors, the preferred land uses along State highways should include low density residential interspersed with neighborhood/tourist commercial at existing locations along the roadway. New commercial development would be directed to urban growth areas and to existing commercially zoned sites located in rural areas.

Article IV: Resource Lands

31.05.290 Resource lands element for the Straits planning area.

(1) *Growth Management Goals.*

(a) *Natural resource industries.* Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(b) *Open space and recreation.* Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks. Maximize use of forested lands with user-maintained trail systems for hikers, bicyclists, and equestrians; i.e., supporting the presence and completion of the Olympic Discovery Trail as it proceeds to the coast.

(c) *Environment.* Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

(d) *Climate change and resiliency.* Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW **36.70A.210** and chapter **47.80** RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect

and enhance environmental, economic, and human health and safety; and advance environmental justice.

(2) *A Vision for Forest Resource Lands.* We envision the retention of forest resource lands and the maintenance of the forest industry as a major industry in the County. The forested foothills of the region remain in resource land use providing for jobs, clean and abundant water and forested vistas. Trail systems provide recreational opportunities for residents and tourists with minimal impact on forest production. New research in commercial forest practices has helped reduce conflicts between timber management and environmental protection. The steep ravines of the streams in the watershed retain their forested cover providing a filter for runoff and cover and movement corridors for wildlife and fish.

31.05.300 Forest land use issues.

(1) Community input through surveys, neighborhood meetings, and letters has indicated a strong interest in conserving our forest lands, open space and the quality of our environment. In 1992, Clallam County designated approximately 243,426 acres as forest lands of long-term commercial significance in the Straits Region, including approximately 3,277 acres of transitional forest lands. Retaining commercial forest resource lands in resource use is the major goal of the resource lands element. Retention of resource lands benefits the taxpayers of the County in that this land use requires few County services while providing substantial income primarily in the form of harvest taxation.

(2) Commercial forestry in the west end of the County is and will continue to be our primary industry. There are sufficient public (federal and State) and private lands to provide the resource base for timber harvesting. Retention of this resource base should limit the loss of forestry related jobs.

(3) Additional benefits of forestland retention derive from the fact that these lands play a major role in protecting both water quality and quantity. Permanent clearing of forestlands associated with housing developments leads to rapid surface runoff as tree and other vegetation are no longer available to allow for slow infiltration of water into soils and aquifers. Construction of roads and housing greatly increases erosion as soils and cut slopes are exposed to rainfall. Roads, roofs and driveways increase impervious surfaces which directly contributes to surface runoff and to a decrease in water added to aquifers.

(4) One of the larger conflicts with commercial forest operations occurs when residences encroach into areas managed for commercial forestry. This type of encroachment is usually only seen in the eastern part of the Straits Planning Region. Commercial forestry zoning is utilized to limit the number of persons locating in areas of commercial forest operations so that conflict is minimized. Commercial forestry/residential mixed use zoning is utilized in areas currently managed for commercial forestry by smaller land owners in order to retain commercial forestry operations but to allow for some development to occur. Commercial forestry/residential mixed use zoning allows some development but creates a safety buffer which separates commercial forest operations from residences through the use of forest reserves and clustered development. Commercial forestry/residential mixed use zoning is also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts with commercial forestry. Rural very low density designations are utilized in areas not currently managed for commercial forestry to buffer commercial forest areas from more intensive rural density development. Conflicts with traditional forest management techniques will continue to increase but can be minimized by maintaining commercial forest areas in commercial forest uses.

~~(5) One of the methods that Clallam County adopted to conserve the resource base and ensure compatibility at the forest/rural interface in the eastern portion of the Straits Planning Region was the use of a commercial-residential mixed use zones (CFM). Most of these zones were in the foothills on the east end of the County. Development within the CFM zones was allowed if developed in a cluster pattern (30 percent development/70 percent forest). In exchange for clustering, large density bonuses were possible. This plan responds to critics of these excessive bonuses by scaling back the bonus provisions to a reasonable level. Another legitimate criticism leveled at the CFM zones was the fact that forest reserves were only set aside for 20 years which is not enough time to provide for even one rotation of trees to reach maturity. This plan proposes that the forest reserve be set aside permanently for forest use since the development potential of the entire property will have been utilized in the development area.~~

31.05.310 Goals and policies to conserve commercial use of forest lands.

(1) Policy 1. Lands meeting the definition or criteria for commercial forest lands in this planthe County General Plan should be designated as commercial forest lands of long-term commercial significance. In general, these lands should have a minimum parcel size of 80 acres or contiguous parcels under the same ownership can be grouped into 80-acre sizes, are currently forested, and have a forest land grade which is capable of growing trees at a commercial growth rate.

(2) Policy 2. Commercial forestry (CF) designation and zoning at 80-acre minimum lot sizes is the preferred form of protection for forest resource lands. Conversion of commercial forest (CF) zoning to zones which provide less protection of the forest resource such as commercial forestry/residential mixed use should not be permitted during this planning period.

(3) Policy 3. Lands designated in the Comprehensive Plan as commercial forestry and zoned as commercial forest/residential mixed use function to retain commercial forest land use in an area whose predominate use is commercial forestry but which may be experiencing some development pressure due to residences in the area. This designation also serves as a buffer between more intensively managed commercial forestlands and rural development patterns. Commercial forestry/residential mixed use zoning is also utilized in areas surrounded by commercial forestry zoning where a residential area of limited size is intermixed with commercial forestlands and where designation as rural land use would tend to create conflicts with commercial forestry. These areas are currently managed for commercial forestry but they have been impacted by adjacent residential development. They provide for a mix of protected forest reserves and low density residential lots built in a clustered development pattern. The current commercial forest/residential mixed use zones should be modified in the following manner so that they may accomplish their intended purpose of protecting commercial forest uses in areas experiencing some growth pressures:

(a) Nonclustered development in all CFM zones is at one home per 80-acre densities, cluster development is at one home per 20-acre densities in CFM20 zones and one home per five-acre densities in CFM5 zones;

(b) Density bonuses will be deleted;

(c) Forest reserves will be permanently preserved for commercial forestry;

~~(d) The density provisions and forest reserve area provided for in commercial forest/residential mixed use lands specify the type of cluster development option which is appropriate for these lands. Other than a master planned resort, no other type of PUDs will be allowed in this designation.~~

(4) Policy 4. Areas not presently managed for commercial forestry which are found in close association with large blocks of commercial forest land should be utilized as a buffer between commercial forest lands and rural sized developments. These areas should be designated for very low density residential use at 20-acre densities.

(a) These transitional forest-residential lands should ensure compatibility with adjacent commercial forest land use through increased structural setbacks and recognition of the right-to-practice forestry ordinance on adjacent lands.

(b) Landowners within the transitional forest-residential lands should be notified of property tax options for conserving forest lands.

(5) Policy 5. Retention of all designated commercial forestlands in the Straits Planning Region is vital to maintenance of the forest industry as the region's leading industry. Given that development potentials of rural and urban lands in the region could accommodate much more than 20 years of population growth, designated commercial forest resource lands should be retained in the original commercial forestland designations and zoning proposed by the 1994 plan throughout the current planning period..

~~(6) Retention of designated commercial forestlands is a key component to protection of water quality and water quantity when properly managed to protect water quality.~~

(~~6~~7) Policy ~~6~~7. Clallam County should assist private landowners with problems such as trespass, dumping, poaching, and vandalism in order to encourage large private commercial forest landowners to maintain and increase opportunities for public access, especially access across private lands to public lands.

(~~7~~8) Policy ~~7~~8. Master planned resorts should be visually compatible with rural areas and should not be located on forest resource lands when more than 50 percent of the proposed site would be covered by critical areas.

(~~8~~9) Policy ~~8~~9. Clallam County should work with private landowners to provide emergency access and improve safety along public roads.

(910) Policy 910. Traditional uses of public land and private resource lands (where allowed) should be recognized. These uses include thinning and harvesting of timber, brush picking, mushroom gathering, hunting, and recreation. These uses are necessary to the livelihood and well being of the residents of the Straits Region. Clallam County should coordinate with any federal or State agency on any proposal that would impact these traditional uses of public or private lands. This would include joint planning and analysis of impacts to the environment as well as socioeconomic impacts.

(101) Policy 101. Public use of logging roads that connect Highway 101 and Highway 112, such as the Joyce Access Road, Sadie Creek Road, East Twin Road, etc., should be retained. Existing logging roads are utilized by the Olympic Discovery Trail west of the Mary Clark Road to access the community of Forks and extend a spur of the trail to the vicinity of LaPush. These roads should be available for recreational users such as hikers, bicyclists, and equestrians and only closed when harvesting practices necessitate. With the frequent closure of Highway 112, these roads provide important secondary and emergency routes for the Straits Region.

(112) Policy 112. RV parks and campgrounds should be allowed in commercial forest land use designations within the western portion of the Straits Planning Region.

Article V: Housing

31.05.320 Housing element introduction.

(1) *Growth Management Goal (Affordable Housing).* Plan for and accommodate housing affordable to all economic segments of the population of this State, promote a variety of residential densities and housing types, and encourage the preservation of existing housing stock.

31.05.330 Housing issues.

(1) The housing goals and policies in the Straits Regional Plan supplement an extensive housing section in the County-wide Plan. The eastern portion of the Straits Region is a very

rural area. Rising land prices are beginning to limit the availability of affordable housing in this region. Most newly developed affordable housing opportunities will be found within the urban area of Joyce where multifamily housing and manufactured home parks would be located.

(2) The Crescent Community Advisory Council ~~is also~~has recommend~~ing~~ed adoption of a ~~new~~ pattern of rural development called rural low density/mixed use. Under this development pattern, rural land owners ~~would be~~are able to sell smaller lots in rural areas than is possible ~~at present~~through conventional patterns of development. This ~~new~~ land development option will allow for the development of affordable lots in rural areas. The plan also encourages the development of accessory housing associated with existing residences. These housing units could either be within an existing house or could be in a separate unit such as a converted garage or other outbuilding.

31.05.340 Housing goals and policies.

(1) *Goal 1.* Affordable housing opportunities will be available throughout the Straits Planning Region in urban and rural areas. Strategies for supplying affordable housing opportunities will vary in rural and urban areas in order to maintain the character of these areas.

(2) *Goal 2.* Clallam County should encourage the development of affordable housing opportunities in urban areas. Affordable housing in urban areas will be provided through the following techniques:

(a) Policy 1. Multifamily developments will be encouraged to locate in the urban growth areas where transit access, availability of facilities/utilities and other factors important to multifamily development can be provided.

(b) Policy 2. Manufactured home parks and developments will be encouraged within the urban growth area. Existing manufactured home parks will be encouraged to remain in operation. Home prices within these parks are generally less than stick-built homes on individual sites, due to smaller lot sizes or lot rental practices.

(c) Policy 3. The smaller lot sizes and higher densities allowed within the urban growth area should allow building lots and housing units to be available at prices affordable to many County residents.

(d) Policy 4. Accessory housing will be allowed in all urban and rural zones. Newer mobile homes shall be allowed as accessory housing.

(e) Policy 5. Accessory housing will be allowed above commercial buildings and multifamily dwellings will be permitted to locate behind commercial highway frontages or along back streets in commercially zoned areas.

(f) Policy 6. Existing mobile home parks shall be grandfathered for the original number of lots and setbacks approved when the mobile home park was originally approved by Clallam County.

(3) *Goal 3.* Affordable housing opportunities should be encouraged in rural areas but will follow rural density and open space guidelines to maintain rural character and limit the development of large urban pockets within the rural area. Affordable housing opportunities in rural areas will be met through the following techniques:

(a) Policy 1. Accessory dwelling units (ADUs) or "granny flats" will be an allowed use. Newer mobile homes shall be allowed as ADUs.

(b) Policy 2. Under rural low density/mixed use development, homesites smaller than one acre will be approved in rural areas as long as the overall density of the site is not increased over present levels and open space areas (ten (10) acres or larger) are provided as an integral part of the development. These lots of up to one acre in size should sell at prices more affordable to many moderate income residents in the County than larger lots created through conventional patterns of development.

(4) Policy 3. The County should place a high priority on the provision of infrastructure to serve high density housing in the unincorporated portion of urban growth areas by working out agreements with urban service providers for sewer and water service to such developments.

(5) Policy 4. Planned unit developments will be encouraged within the urban growth area with incentives provided to supply a percentage of affordable housing in each development.

(6) Policy 5. The County Planning Commission-~~wide Housing Task Force~~ should set goals for the provision of low cost and special needs housing in the Straits Region. These goals should recognize the needs identified in the ~~Housing Data~~ Clallam County Housing Element Technical Analysis Appendix to the Comprehensive Plan.

(7) *Repealed by* Ord. 725, *2002.*

(8) Policy 6. Infill development in urban growth areas should be encouraged to take place at the maximum densities allowed in order to provide a supply of developable lots at affordable prices.

(9) Policy 7. Clallam County should encourage the housing authority to obtain more Section 8 rental assistance vouchers for the Joyce area.

(10) Policy 8. Clallam County should develop a housing rehabilitation program under the Community Development Block Grant program to aid low-income residents of the Straits Region with home maintenance and repair projects.

(11) Policy 9. Clallam County shall investigate the possibility of reducing housing costs and permit fees through the use of preapproved affordable housing plans.

(12) Policy 10. Clallam County shall continue to foster a people-friendly approach, and shall continue to supply high quality service and advice to all builders and especially in aid of first time owners/builders.

(13) Policy 11. Clallam County should review the fee structure in light of housing affordability.

(14) Policy 12. Clallam County shall continue to allow alternative sanitary disposal systems such as composting systems and alternate energy systems such as solar or wind power. The feasibility of new or alternate building materials and methods and sanitary disposal systems shall be explored by County staff.

(15) Policy 13. Clallam County should ~~examine the feasibility of encouraging~~encourage the construction of very low and low income housing by a variety of incentives.

Article VI: Public Facilities and Services

31.05.350 Public facilities and service element introduction.

(1) *Growth Management Goal (Public Facilities and Services).* Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at

the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

31.05.360 Public facilities and service goals and policies~~issues and goals.~~

(1) *Domestic Water Systems.*

(a) ~~[Goal No. 1]~~ Policy 1. Crescent water should supply the water needs of the Joyce urban growth area. Public utility district water or other suitable community water system(s) should supply the water needs of the Clallam Bay-Sekiu urban growth area.

(b) ~~[Goal No. 2]~~Policy 2. Crescent Water system serves most of the rural area in the Crescent School District. Where densities of less than one dwelling per five acres are prevalent, individual wells should be utilized but public water should not be denied if community water systems are willing to provide service. The presence of public water shall not be justification for higher densities than those anticipated in the regional plan.

(2) *Sanitary Waste Disposal.*

(a) ~~[Goal No. 3]~~ Policy 3. The public utility district or other private providers should be encouraged to construct community septic systems within the Joyce urban growth area.

(b) ~~[Goal No. 4]~~Policy 4. Small-scale, single development, community septic options should also be encouraged in areas with rural character conservation, rural low density/mixed use and commercial forest/residential mixed use designations to allow cost effective waste disposal options to be utilized.

(c) ~~[Goal No. 5]~~Policy 5. Clallam County shall continue to allow alternate septic disposal systems, and research alternate economically feasible systems.

(3) *Schools.* ~~[Goal No. 6]~~Policy 6. Public school facilities should be located within the Joyce urban growth area where adequate transportation and public services can be provided.

(4) *Parks and Recreation Goal 1.* ~~[Goal No. 7]~~ Identify and provide for increased waterfront access opportunities.

(a) Policy 7. Encourage further development of saltwater access points for recreation, trails, boating and passive uses. Seek easement rights through purchase or other means to allow the public to utilize beachfront for trail and recreational uses.

(b) Policy 8. Clallam County should make it a priority to purchase the rights to access and cross shorelines from willing sellers.

(5) *Fire and Emergency Protection Services.* ~~[Goal No. 8]~~Policy 9. Clallam County Fire Protection Districts Number 2, 4, and 5 shall provide fire protection and emergency services within the designated boundaries of the Straits Planning Region.

Article VII: Transportation

31.05.400 Eastern Straits transportation element introduction.

(1) *Growth Management Goal (Transportation).* Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with County and city comprehensive plans.

31.05.410 Eastern Straits transportation ~~issues and~~ goals and policies.

The transportation policies in the Crescent area of the Straits Regional Planning area ~~are primarily policies that~~ will set the stage for preserving the rural community and the local circulation patterns as County growth occurs. Highway 112 is the life line for the Joyce-Freshwater Bay community, and needs to be maintained and preserved in such a manner that regional and local traffic can coexist. The Joyce community seeks to be actively involved in any decisions which would reroute traffic from Highway 101 to Highway 112. Salt Creek Recreational Area, Lake Crescent North and East Beach, Freshwater Bay and northwest destinations in the Straits will continue to attract seasonal visitors. Whenever possible, visitors and local residents should have the option to use modes of transportation other than a car to reach these recreational destinations and to reach the Port Angeles urban area. Clallam Transit System and facilities for bicycle travel should provide these options. Many specific policies

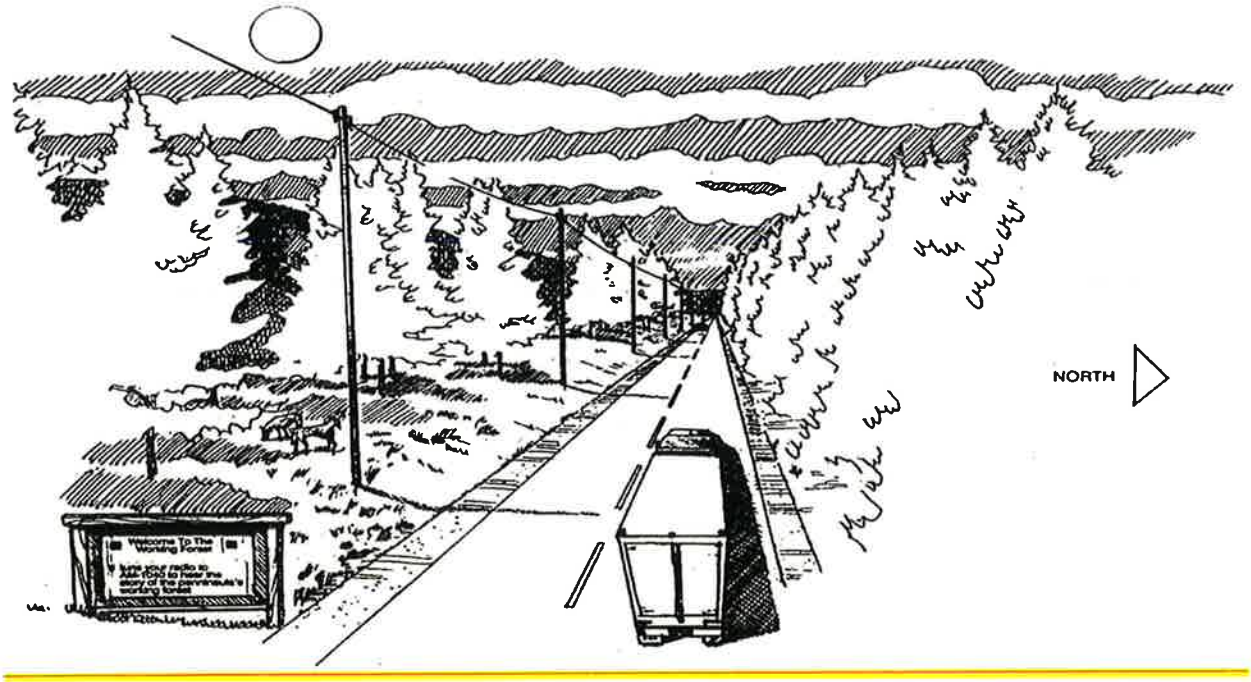
concerning how to encourage bus ridership and bicycling are found in the County-wide Comprehensive Plan. The Crescent area policies focus on major issues such as rural aesthetics, design standards, access management and active pursuit of federal grant funding for tourist-related transportation facilities.

(1) *Goal 2.* Preserve and manage access to the regional transportation system.

(a) Policy 10. Maintain access management by limiting or sharing driveway access on SR 112. Shared driveway access should be required inside urban growth areas whenever feasible.

(b) Policy 11. Plan for a Joyce community local road to parallel south of SR 112 that should serve the urban growth area.

(c) Policy 12. Maintain East Beach-Joyce Piedmont Road and Crescent Beach corridors as important secondary and emergency routes for the community. Improve the road condition for bicycle travel.



(2) Policy 13. If a rerouting of Highway 101 traffic from Lake Crescent through Joyce is ever contemplated, the community of Joyce (in the body of the Community Council, its successor or a comparable group created for the purpose) should be made a full party to the deliberations from the outset.

(3) Policy 14. Develop rural design standards which enhance strong rural character and neighborhood identity.

(a) New development adjacent to the road right-of-way should not detract from the aesthetics of the area.

(b) Design a uniform streetscape plan along SR 112 within the UGA. The plan should be implemented with new development or other State and federal funding sources.

(4) *Goal 3.* Plan for transportation improvements that emphasize the tourism potential of the community and region.

(a) Policy 15. CCoordinate the inclusion of the "Crescent Grange" roadside park in the WSDOT Rest Area Plan. Seek federal funds for public restroom facilities.

(b) Policy 16. Explore development possibilities of a transit site with ISTEA enhancement funds. Design consideration for the site should include, but are not limited to, bicycle storage lockers, bus waiting area, historical interpretive exhibit, or other eligible transportation enhancement activities.

(c) Policy 17. Extend the Olympic Discovery Trail from the base of Ediz Hook through the SR 112 corridor.

(d) Policy 18. Encourage Clallam Transit System to extend Route #10 to supply summer service to the Salt Creek Recreation Area.

(e) Policy 19. Maintain year-round road accessibility to the Freshwater Bay boat launch.

(5) *Goal 4.* Encourage alternate modes of transportation other than the single occupant vehicle (SOV).

(a) Policy 20. Construct pedestrian facilities along SR 112 within the Joyce UGA.

(b) Policy 21. Encourage the development of SR 112 park-n-ride lots on Department of Transportation property or shared with another public facility, such as the Joyce Bible Church and Foursquare Church. Provide bus shelters and bicycle storage units at these locations.

(c) Policy 22. Develop parking lot standards that reduce the amount of required car spaces and encourage walking, bicycling and transit ridership. Encourage permeable surfaces for parking lots to reduce drainage runoff.

(d) Policy 23. Clallam County should encourage Clallam Transit to implement weekday midmorning and mid-evening transit runs to serve the Joyce area.

(e) Policy 24. Clallam County should encourage the development of safe bicycle shoulders along Highway 112.

31.05.420 Western Straits transportation element introduction.

(1) *Growth Management Goal (Transportation).* Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles travel, andthat are based on regional priorities and coordinated with County and city comprehensive plans.

31.05.430 Western Straits transportation ~~issues and~~ goals and policies.

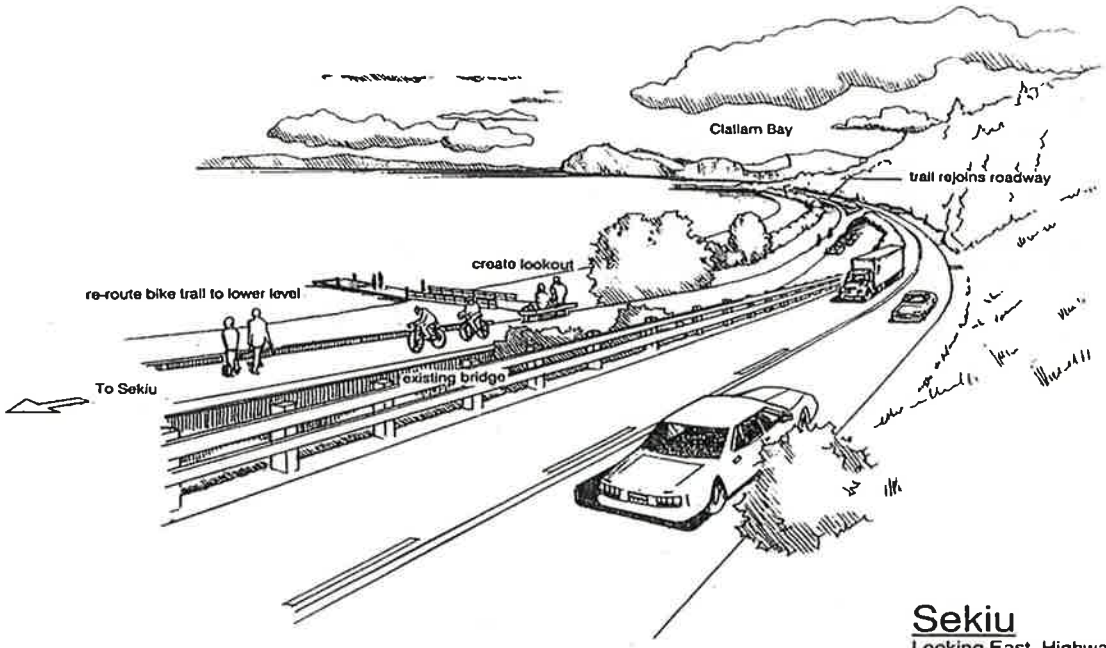
Clallam Bay-Sekiu has many unique transportation issues for a rural community stemming from land use, environmental conditions, geographic location, and historical economic development as a fish and lumber community. The following set of goals and policies outlines the priorities of the community to preserve and maintain State Highways SR 112 and SR 113, the life lines of the region, and to build a more attractive destination community. The Coastal Corridor Master Plan, a federal transportation plan emphasizing tourism and economic development, may not include communities on SR 112 with the same detailed planning objectives as SR 101. Therefore, the policies in the Straits sub-regional plan prepare the foundation to which federal funding may occur based on local objectives. Other general transportation issues should be referred to the County-wide goals and policies. The major issues in this Plan are regional highway preservation, access management, encouraging bicycle, pedestrian and bus travel, and developing streetscape design standards.

(1) *Goal 5.* Preserve and manage access to the regional transportation system.

(a) Policy 25. Encourage use of shared driveway access for commercial uses within the Clallam Bay-Sekiu urban growth area in order to maintain efficient traffic flow on SR112 and other urban roads.

(b) Policy 26. Improvements to Highway 112 between Clallam Bay and Sekiu shall include development of a pedestrian/bike pathway near the right-of-way to serve bicyclists and pedestrians.

Figure – Proposed Pedestrian/Bikeway Path Linking Clallam Bay and Sekiu

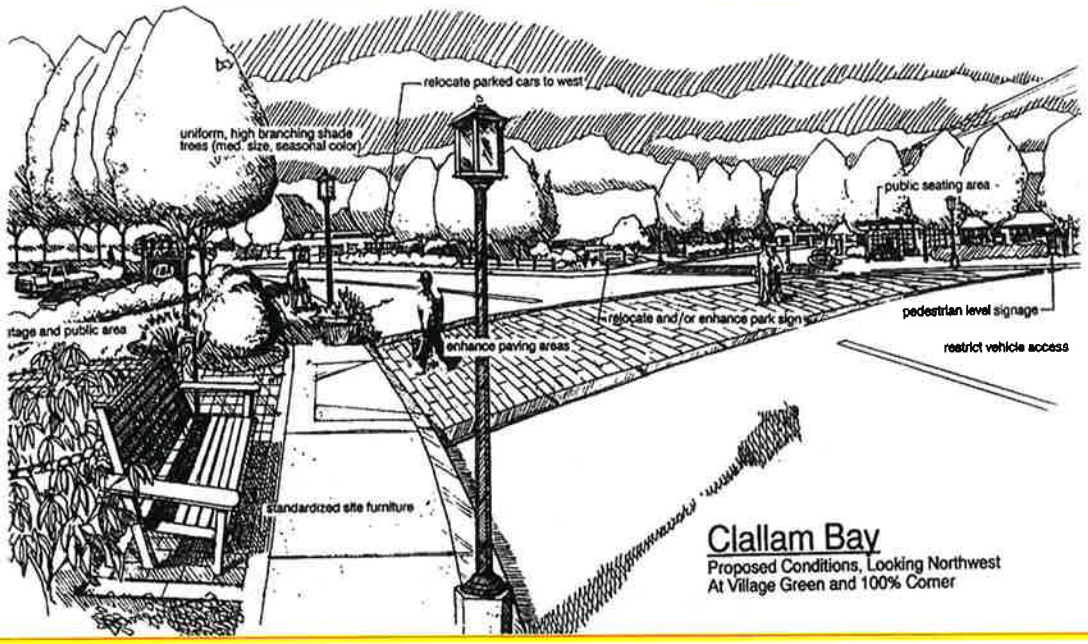


(c) Policy 27. Maintain the transportation corridor of SR 112 as an important primary route to the Straits communities and as a Coastal Corridor Route of cultural, scenic, and economic significance.

(d) Policy 28. Improve SR 112 highway maintenance to be consistent with WSDOT System Plan service standards. Preservation and maintenance of existing facilities should come before highway expansion.

(2) *Goal 6.* Develop rural design standards which enhance strong rural character and neighborhood identity.

(a) Policy 29. Design a uniform streetscape plan which defines the highway and plants trees along SR 112 within the Clallam Bay – Sekiu urban growth area. The plan should be implemented with new development or other State and federal funding sources.



(3) *Goal 7.* Plan for transportation improvements that emphasize the tourism potential of the community and region.

(a) Policy 30. Coordinate the inclusion of the Clallam Bay County roadside park in the WSDOT Rest Area Plan. Enhance the park's visibility and services for travelers.

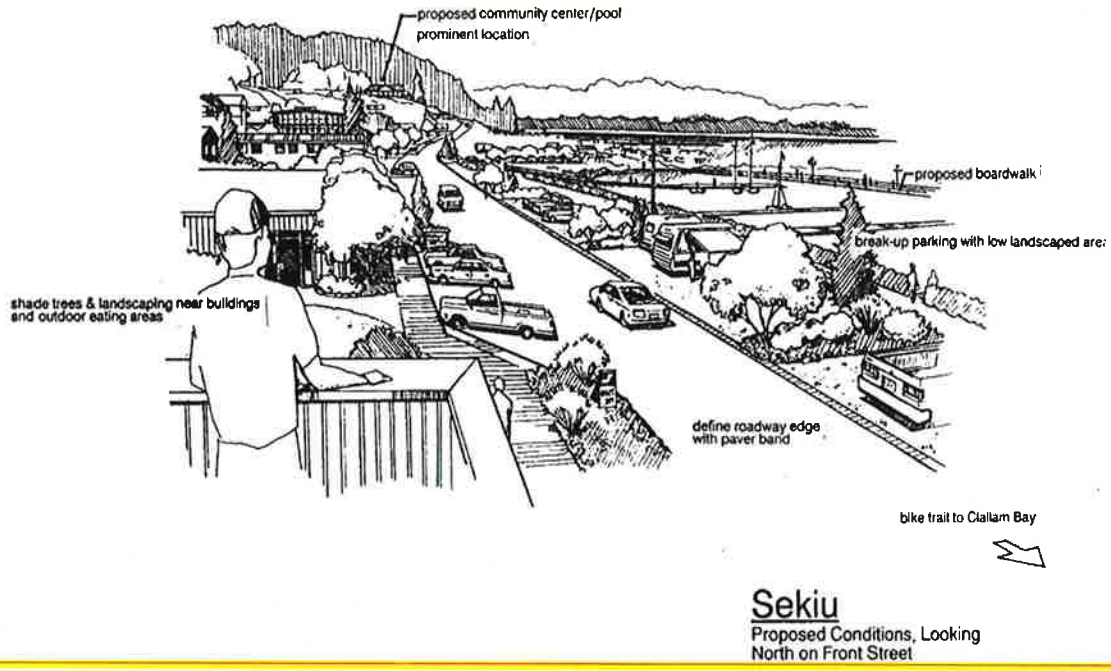
(b) Policy 31. Maintain road accessibility to the Marine Sanctuary and the Makah Indian Cultural Center in the peak tourist season.

(c) Policy 32. Plan for Clallam Bay-Sekiu street improvements that would include a public festival seating area and appropriate parking areas.

(d) Policy 33. Plan for a permanent marina at Sekiu. Relieve the impacts to the roads by allowing accessibility year-round.

(e) Policy 34. Examine the feasibility of developing a one-way loop through the community of Sekiu to allow for better traffic circulation, relieve traffic congestion and allow space for pedestrian amenities. Careful consideration of boat off-loading should be a major component of the study.

Figure – Amenity Possibilities and Improved Access in Sekiu if a One-Way Loop were Developed



Sekiu
Proposed Conditions, Looking North on Front Street

(f) Policy 35. Seek ISTEA transportation enhancement funds for landscaping, pedestrian/bicycle improvements and cultural and historic preservation.

(g) Policy 36. Examine the feasibility of developing a loop road connecting Neah Bay to LaPush which would increase access to marine shorelines.

(4) *Goal 8.* Encourage alternate modes of transportation other than the single occupant vehicle (SOV).

(a) Policy 37. Construct pedestrian facilities along SR 112 within the Clallam Bay-Sekiu UGA.

(b) Policy 38. Encourage the development of SR 112 transit facilities and programs such as bus shelters and bicycle storage units at bus stops.

(c) Policy 39. Develop parking lot standards that reduce the amount of required car spaces and encourage walking, bicycling and transit ridership. Encourage permeable surfaces for parking lots to reduce drainage runoff.

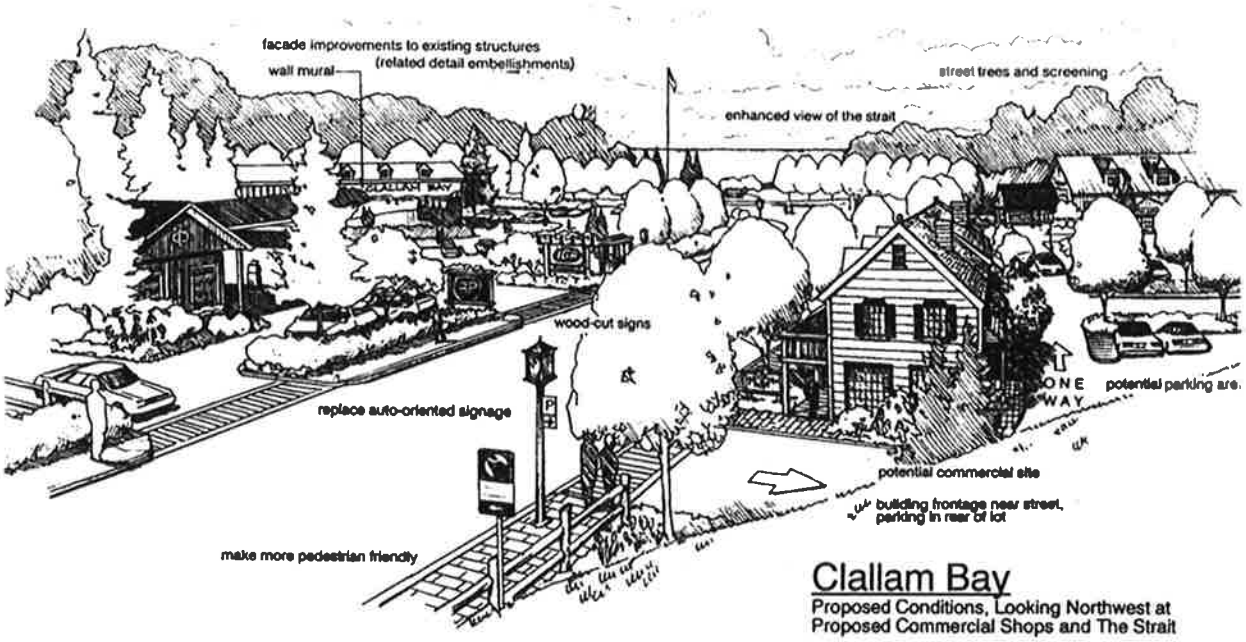
Article VIII: Economic Development

31.05.500 Economic development element introduction.

(1) *Growth Management Goal.* Encourage economic development throughout the State that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this State, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the State's natural resources, public services, and public facilities.

(2) *The Vision for Economic Development.* The Comprehensive Plan has enhanced economic diversity while protecting the quality of the environment and private property rights. The comprehensive plan serves as a foundation for land use regulation that is simple, minimally intrusive and inexpensive to apply. The comprehensive plan has facilitated economic development by focusing local strategies on solutions to local problems. Efforts have also been directed towards improving the economy in economically distressed areas of the County.

The Comprehensive Plan for the Straits Region focused on redevelopment of the communities of Clallam Bay and Sekiu into high-quality resort towns. Combining grant funding with local monies has led to extensive improvements in motel facilities, recreational facilities, street side landscaping, pedestrian amenities and building facade improvements. Many community activities and organized events occur throughout the year attracting groups seeking to recreate in an area of unsurpassed natural beauty. The existence of established trail systems on local timberlands provides a location for hikers, bicyclists, and equestrians to hold one- to two-day events, providing substantial income to local businesses.



Environmental restoration efforts have been extensive over the last 15 years and the local fishery industry has experienced a rebound in recent years. Aquaculture research and implementation projects have created new jobs from the expansion of this industry in the west end of the County. Commercial forestry operations continue to employ many residents of the West End. The Clallam Bay Corrections Center has been expanded providing additional jobs and prison industries also contribute to the local economy.

The Joyce area has continued to experience growth as residents working in Port Angeles are attracted to the high quality rural environment. The Joyce urban growth area has seen additional development of low cost housing and recreational type developments. Joyce has retained its rural historic town appearance. High quality landscaping and building design have improved the aesthetics of the urban area. A park in the center of town induces many tourists to stop and enjoy the shopping in this rural community. A master planned resort has been developed north of Joyce in the Crescent Beach area and resort facilities at Whiskey Creek and the Lyre River have been expanded. The County Park at Salt Creek now includes portions of Crescent Beach. The trail system of the park has been expanded and signed to include trails to Striped Peak and connections south to Joyce and its trail system for hikers, bicyclists, and equestrians. The trail systems in the Joyce area include the Olympic Discovery Trail "Adventure Route" segment that connects to the Lyre River and Spruce Mountain Railroad grade segments that have also been incorporated into the Olympic Discovery Trail route.

31.05.510 Economic development issues.

(1) The economy of the Straits regional planning area changed dramatically from the 1980s to the 1990s. Traditionally, the area relied heavily on fishing and the forestry industry. Changing federal and State regulations have shifted the local economy from a heavy reliance on resource industries to refocus efforts on development of tourism and expansion of local industries. The effect on the economy in the Joyce area has been lessened by its location near the City of Port Angeles. If the west end of the Straits area is to prosper, more effort must be focused on actively marketing the area for tourism, recreation, and retirement-related development. Additional local employment opportunities could be fostered by encouraging careful development of the aquaculture industry, and utilizing local workers in stream restoration projects to enhance fisheries. The Clallam Bay Corrections Center will continue to provide a stable base of local employment. Future expansion of this facility or development of related industries will be encouraged.

(2) While development of an aquaculture industry is a strong focus of economic development efforts in the western portion of the Straits Planning Region, the eastern portion of the region is much more reserved in its support for aquaculture. Concern focuses on the issues of unintended environmental hazards such as water pollution from fish waste and chemically treated fish food as well as degradation of native fish stocks. Early experience with fish pens at Whiskey Creek indicate that workable technologies and economic feasibility must be carefully studied prior to the establishment of successful aquaculture operations. Residents of the eastern portion of the Straits Planning Region do support land-based aquaculture, continued research efforts and off-shore fish farms fronting State forestlands.

(3) Political and environmental concerns have brought about significant changes in the commercial forest land base and the way timber resources are managed. Some of the elements which have contributed to this change include severe reductions in timber harvests on National Forest lands and large areas being set aside on State and private lands in compliance with forest practices regulations. The changes in forest land management in recent years have brought changes in the work force required. While some traditional job opportunities in timber harvesting, road construction and silviculture will continue to be available, new opportunities will be available for highly trained people involved in resource management activities such as watershed restoration, watershed analysis, habitat enhancement and wildlife population surveys. The County should encourage forest managers to make decisions based on best

management practices and forest practice regulations. The County should support education efforts which help the public understand forest practices in order to avoid imposition of regulations which do not support good forest management practices.

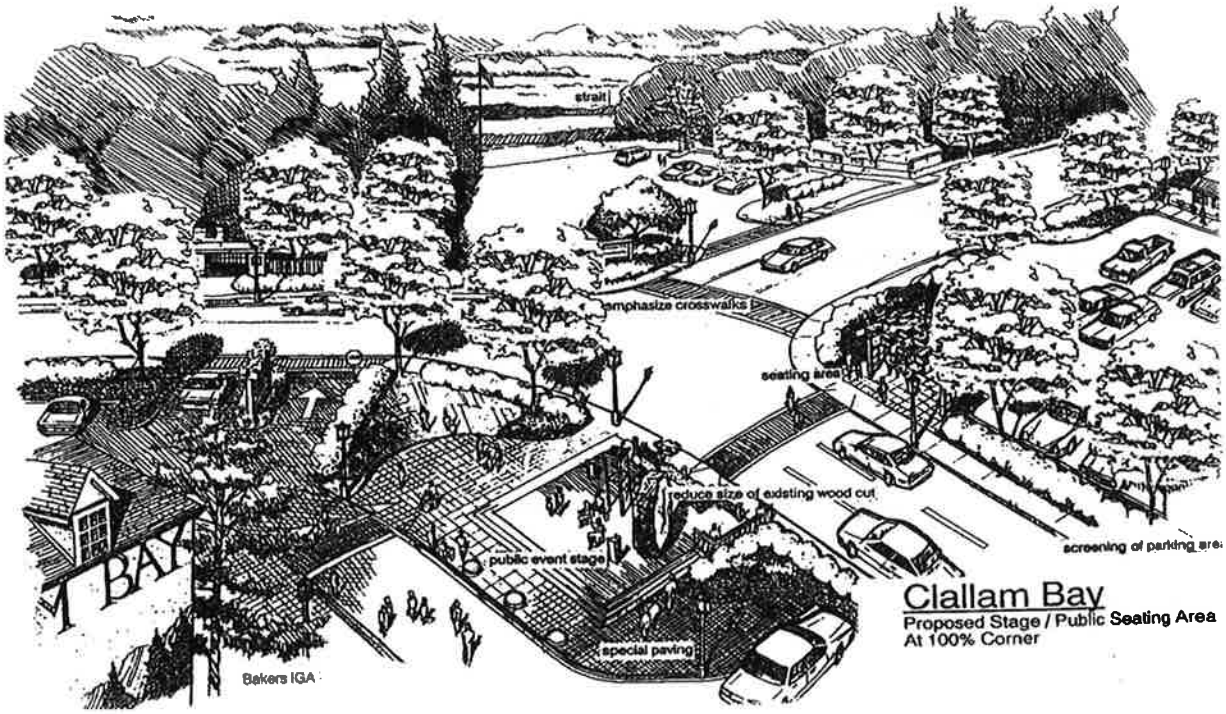
(4) Although growth management is often viewed as limiting growth, it is really about directing growth into areas where adequate public facilities and services exist or can be provided in an efficient manner. In the past, growth has often been allowed with little consideration to the impact on such services and facilities as schools, parks, transportation, water and sewer, stormwater, fire protection and law enforcement. In times of shrinking public revenue, it is prudent management to focus scarce resources into concentrated urban growth areas so that growth will not decrease current service levels below locally established minimum standards. The Clallam Bay-Sekiu urban growth area has abundant capacity in its sewer and water facilities to accommodate growth.

31.05.520 Economic development goals and policies.

(1) *Goal 1.* Clallam County should ensure that land use plans and regulations provide an environment conducive to business development, consistent with economic goals and objectives and protection of the public health, safety and welfare. Land use plans and regulations should provide sufficient opportunities for siting businesses without long delays in the permit process.

(2) *Goal 2.* Clallam Bay and Sekiu should focus their economic development efforts on upgrading visitor facilities, local attractions, pedestrian amenities and streetscape with the goal of gradually developing into a destination resort community. Streetside landscaping and commercial building design must be improved in Joyce, Clallam Bay and Sekiu and hotel/motel resources in Clallam Bay and Sekiu must be upgraded to attract moderate and high income tourists.

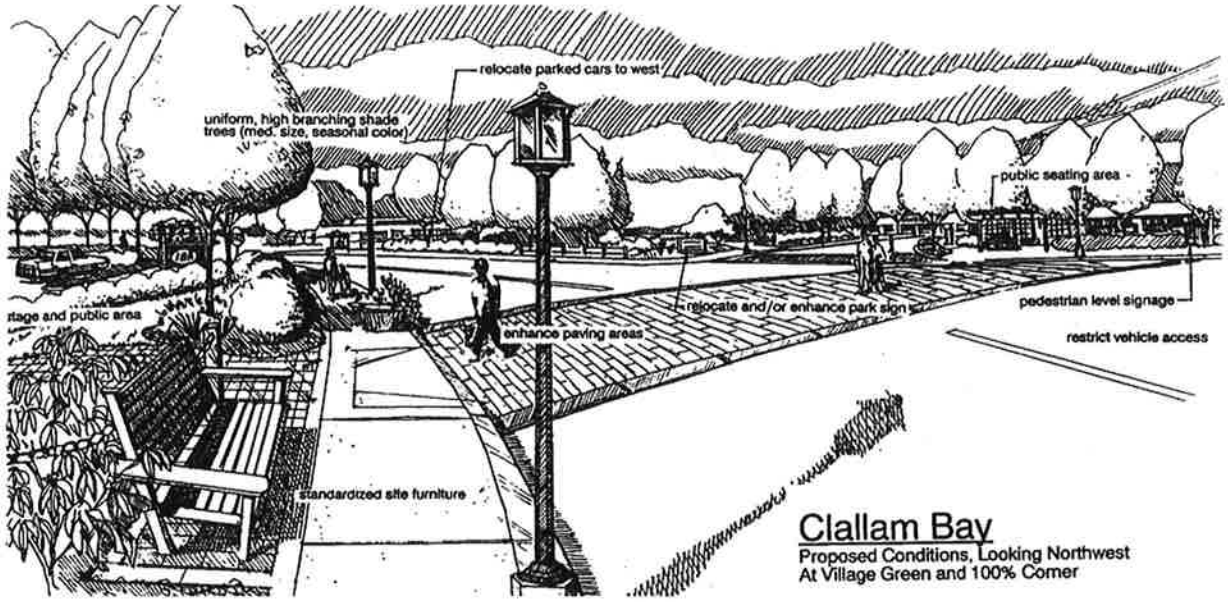
(a) Policy 1. High quality landscaping and building design guidelines should be implemented in the communities of Joyce, Clallam Bay and Sekiu in order to transform these communities into regional tourism attractors. Joyce could work towards retaining compatibility with historic structures, while Clallam Bay and Sekiu would work towards the appearance of attractive coastal villages.



(b) Policy 2. Grant funding should be sought for streetscape improvements necessary to improve the aesthetics of rural communities in the Straits Region.

(c) Policy 3. County Park facilities in Clallam Bay should provide for a village green fronting on the downtown commercial core in order to provide a public space for downtown activities and to attract more visitors to utilize this outstanding beach.

Figure – Proposed Pedestrian Improvements to Main Intersection in Clallam Bay



(3) *Goal 3.* Expansion or diversification of the Clallam Bay Corrections Center is encouraged as this facility is a major employer which lends employment stability to this region.

(4) *Goal 4.* Improve local resident and tourism access to and along the Clallam Bay and Sekiu marine shorelines.

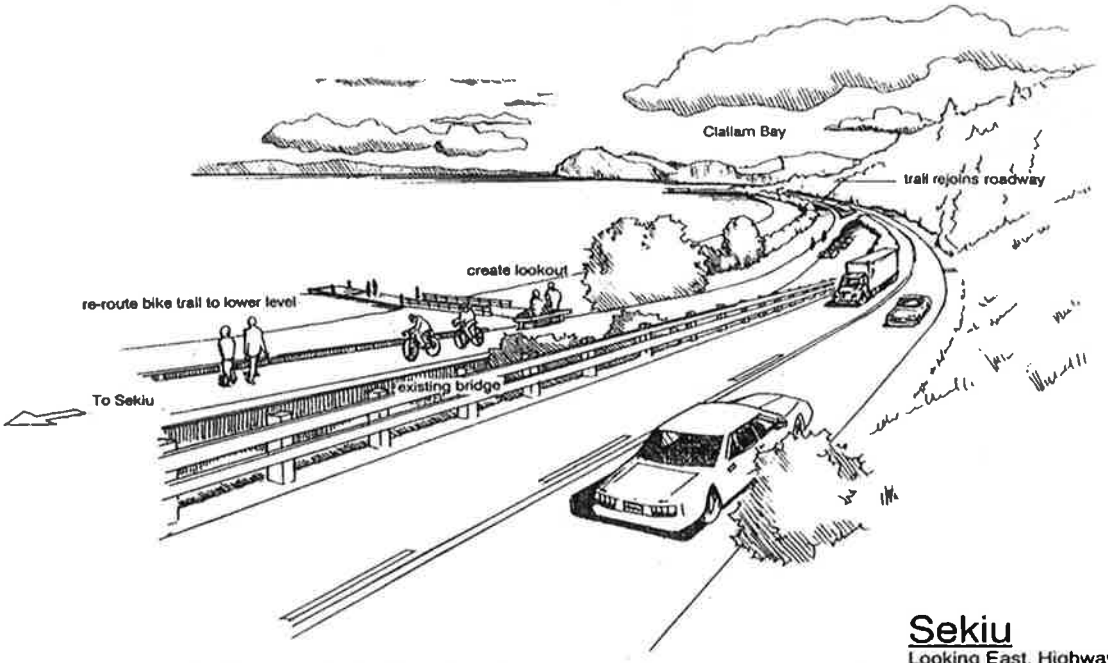
(a) Policy 4. Clallam County should work together with the Clallam Bay and Sekiu Community Council to obtain funding through a variety of sources including grants and prison impact fees to finance development of a boardwalk in the Sekiu Marina. The boardwalk should be subject to local review and recommendations of the Clallam Bay and Sekiu Community Council and should be coordinated with the commercial core improvement district plan.

(b) Policy 5. Clallam County should work together with the Clallam Bay and Sekiu Community Council and State of Washington to promote and improve access to public lands along the Clallam Bay waterfront including development of State-owned parkland in Clallam Bay. The Clallam Bay and Sekiu Community Council should also consider working with private landowners for possible trail links to public lands and the downtown areas such as along the wetland area south of Lighthouse Road.

(c) Policy 6. Transportation improvement funding should be sought for development of a waterfront bikeway/pedestrian trail paralleling Highway 112 which would connect the communities of Clallam Bay and Sekiu. This two (2) mile trail would provide a nonmotorized connection between the two (2) communities, enhance recreational uses in the vicinity of

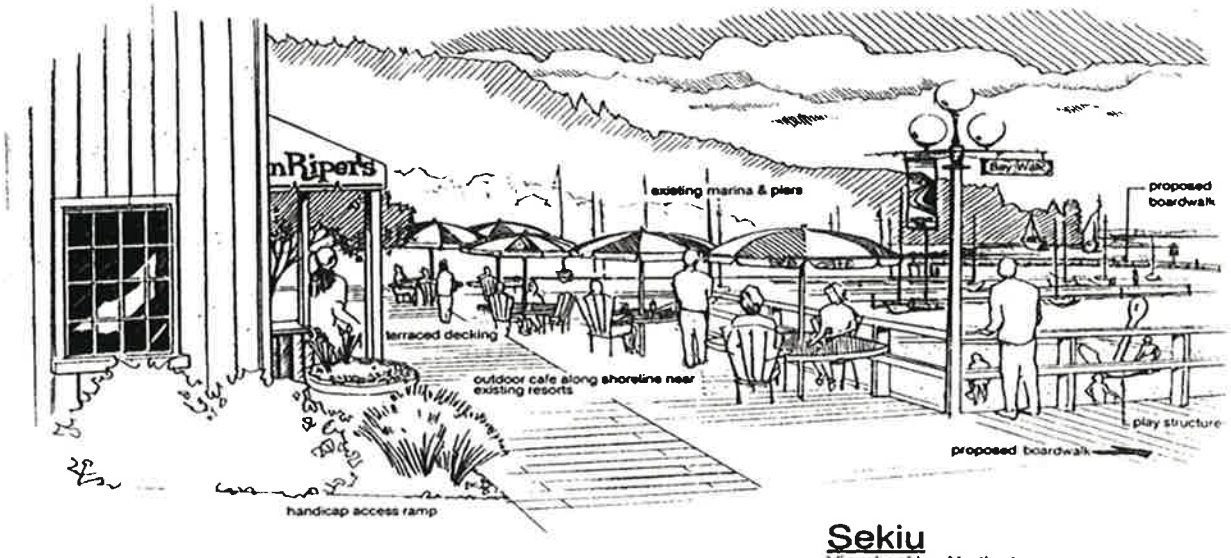
the shoreline, provide local residents with a safe walking and bicycle path and be utilized by visitors to the local motels and RV parks. Any proposed trail development should maximize use of public right-of-way. The bikeway/pedestrian trail should be subject to local review and recommendations of the Clallam Bay and Sekiu Community Council and should be coordinated with the commercial core improvement district plan.

Figure – Proposed Bikeway/Pedestrian Pathway Linking Sekiu and Clallam Bay



(5) Policy 7. Clallam County should work with ~~T~~the Port of Port Angeles ~~must be encouraged~~ to maintain the Sekiu Airport in full operation as it would be vital to attract fly-in tourism to this remote location.

(6) Policy 8. The communities of Joyce, Clallam Bay, Sekiu and Neah Bay should work to enhance the number of summertime and off-season tourist activities in order to stimulate the local economy and to create added regional exposure. Events such as airport fly-ins, diving, sailboarding, biking, hunting, fishing, horseback riding, motorcycle events, beach walks, arts and craft fairs should be encouraged.



Sekiu
View Looking North at
Proposed Boardwalk Cafe

(7) Policy 9. Development of regional attractions such as a Sekiu boardwalk, community biking trail, community pool and the Clallam Bay fishing pier should be regional economic development priorities. Grants, timber and fishing impact funding and community development monies could be examined as possible funding sources for regional tourism attractions.

(8) Policy 10. Clallam County should coordinate and work with Olympic National Park to ensure that decisions made by the Park do not negatively impact tourism and recreational uses in the West End. Park policies which limit beach access, limit use of park facilities or result in trail closures should be reviewed with the local communities to ensure these communities are not further impacted by government restrictions.

(9) Policy 11. Further funding for Jobs for the Environment projects should be sought for long-term stream restoration, development of habitat ponds and stream related fish rearing areas in the Straits Planning Region.

(10) Policy 12. Local, State and the federal government should encourage economic development, emphasized within urban growth areas, by encouraging the development and expansion of water, sewer, and transportation infrastructure and then encouraging new businesses to locate in those areas.

(a) Clallam County should pursue opportunities to reduce service costs within the Clallam Bay-Sekiu urban growth area.

(b) Clallam County should examine the feasibility of encouraging private or public utility district development of a community sewage disposal system in the Joyce urban growth area to encourage urban density growth.

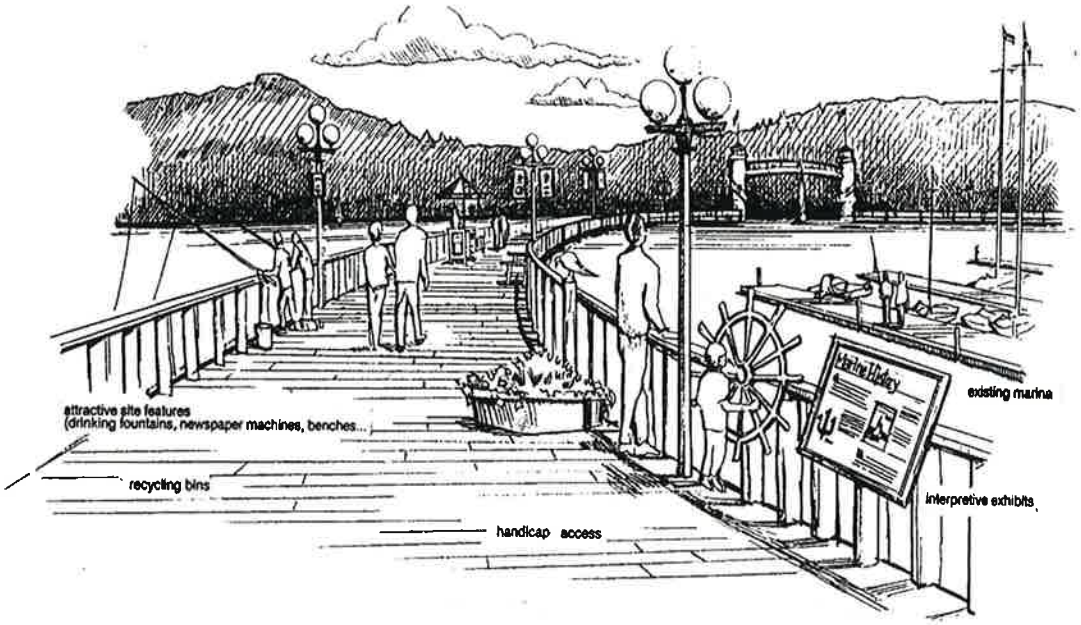
(11) Policy 13. Commercial and industrial zones within urban growth areas should allow mixed uses in order to encourage more opportunities to site a business. For example, light manufacturing should be allowed in commercial areas while retail should be allowed in industrial areas.

(12) Policy 14. Industrial land use designations should be established adjacent to the Clallam Bay Corrections Facility. This site could be utilized by either prison related industries or private industrial concerns.

(13) Policy 15. The quality of the environment and its aesthetic beauty should be protected in order to attract tourists and new business which desire to locate in a quality environment enjoyed on the Olympic Peninsula. The commercial forestlands, rural areas and urban areas in the Straits Planning Region are working environments for local employment but within this context the scenic beauty of the area and the quality of the environment can be maintained through careful stewardship by the property owners.

(14) Policy 16. Recreational development that provides attractions to tourists and citizens in the area should be encouraged. Expanded and enhanced multi-use trail systems should be constructed with links to area attractions. Examples of appropriate developments include master-planned resorts located at Crescent Beach or at Clallam Bay. Reasonable public access to shorelines should be required with master-planned resort development. Developers seeking such opportunities in the County should be directed to these sites.

Figure – Proposed Boardwalk Built to Enhance Destination Resort Facilities



Sekiu
View Along Proposed Boardwalk

(15) Policy 17. Resource-based industries should continue to be supported, including reasonable conservation of forest and agricultural lands, and processing of raw materials.

(16) Policy 18. Bed and breakfast inns, home occupations, artisans, retreat centers, conference centers and home-based industries should be encouraged in the Straits Planning Region.

(17) Policy 19. The Port and EDC should be encouraged to examine the feasibility of creating business incubator facilities in Clallam Bay and Joyce.

(18) Policy 20. State colleges should be encouraged to provide televised, interactive classroom instruction to West End high schools so that college courses could be taken by interested parties living in this area.

(19) Policy 21. Large private forest landowners and public forest managers should be encouraged to utilize more local labor to offset resource-related job loss in the West End.

(20) Policy 22. Aquaculture (freshwater and saltwater) research projects should only be encouraged in designated areas in the Straits Planning Region. Clallam County should support industries seeking grant funding for research projects. Research should focus on the development of an aquaculture industry that does not pollute, endanger native stocks, that enhances rather than displaces recreational and native commercial fishing, and that evaluates

the effect of private use of a public resource. Clallam County should encourage the development of a locally based toxic shellfish monitoring program.

(21) Policy 23. Development of a shellfish and algae farming industry is strongly encouraged in the Straits Planning Region.

(22) Policy 24. Continuing research and development of upland aquaculture projects and on-shore hatcheries, including freshwater projects, are encouraged in the Straits Planning Region. Aquaculture research projects, development of a fish farming industry, and development of on-shore hatcheries are encouraged in the west end of the Straits Planning Region.

(23) Policy 25. Clallam County should identify areas in the Straits of Juan de Fuca that would be appropriate locations for aquaculture research and aquaculture development projects. Shorelines which abut commercial forestlands between the area west of Murdock Creek and east of the East Twin River are appropriate locations for aquaculture projects in the Eastern Straits Region as land use conflicts and visual conflicts are reduced.

(24) Policy 26. Clallam County should support the aquaculture industry in development of a programmatic environmental impact statement on use of identified areas in the Straits for aquaculture. Permitting processes for aquaculture projects should be streamlined.

(25) Policy 27. Clallam County working in association with the EDC should investigate opportunities for light industrial development in the Joyce and Clallam Bay/Sekiu urban growth areas and seek grant funding to support such development.

(26) Policy 28. Clallam County should work to encourage the commercial and sport/recreational fishing industry. Projects which would tend to enhance commercial and sports/recreational fisheries should be supported.

(27) Policy 29. Clallam County shall place a high priority on purchasing the rights to marine shorelines from willing sellers when such properties become available in order to foster public access points and allow the public to cross shoreline areas. Such a program would foster the growth of tourism and could be financed through voter approved bonds, through real estate excise tax provisions, through the Conservation Futures Program or by other financing methods.

(28) Policy 30. Fresh and saltwater resources contribute to the local economy through commercial and sports fishing, shellfish harvesting, breakwaters and boat launch facilities,

public and private beach access, recreation, and water-based transportation, etc. These and other traditional uses of our water resources should be protected.

(a) Clallam County should coordinate with any federal or State agency on any proposal that would impact the traditional uses of our water resources. This would include joint planning and analysis of impacts to the environment, economy, customs, and culture of the Straits Planning Region.

(b) The proposed Straits Marine Sanctuary has the potential to have a significant adverse impact on water dependent industry including local marinas, the Port of Port Angeles and water-based transportation. Clallam County Commissioners should take immediate action to become involved in the preliminary planning phase of any proposal for a Straits Marine Sanctuary project.

(c) Watershed management plans should be developed and implemented by local residents.

(d) Clallam County should work with private landowners and other governmental agencies to maintain (e.g., repair existing erosion problems) along the Sekiu coastline.

(29) Policy 31. Permitting processes for economic development projects shall be streamlined.

(30) Policy 32. Efforts to restore fish populations such as hatcheries, fish rearing, etc., should benefit both commercial and sport fishing industries. Clallam County should support restoration efforts of salmonid species that historically were the primary inhabitants of the Peninsula's rivers such as chinook and coho – not chum.

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.

Chapter 31.06
WESTERN REGIONAL COMPREHENSIVE PLAN

Sections:

~~31.06.010~~
31.06.0120 RPCWestern Planning Region belief statements.
31.06.030 Mission statement.
31.06.040 Vision.
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SOURCE:	ADOPTED:
Ord. 583	11/07/95
AMENDED SOURCE:	ADOPTED:
Ord. 725	08/06/02
Ord. 804	12/19/06
Ord. 852	07/21/09

~~**31.06.010RPC vision statement.**~~

~~The Western Clallam County Regional Planning Commission (RPC) is a planning commission formulated by joint agreement of Clallam County and the City of Forks. Its mandate is to create a comprehensive land use plan for an area in Western Clallam County that is defined by the borders of the Quillayute Valley School District, as detailed in the attached map. This comprehensive plan will be submitted directly to the Clallam County Commissioners and the Forks City Council. The RPC serves as the first cooperative planning venture between Clallam County and the City of Forks.~~

31.06.0120 Western Planning Region~~RPC~~ belief statements.

The residents of the ~~RPC planning area~~Western Planning Region believe that:

(1) Independence, private property rights and freedom from government intrusion are strongly valued within the RPC planning area. Land use regulation should incorporate these values and only compromise them when: (a) highly significant objectives essential to the public health, safety or welfare cannot be attained in any other manner, or (b) the other beliefs expressed herein cannot be furthered in any other manner.

(2) Development should be encouraged and facilitated by land use regulation that is simple, user friendly, and inexpensive in application for both government and property owners.

(3) The rural character of the RPC planning areas should be encouraged.

(4) Regulations that reduce the value or use of private property shall be minimized. All land owners shall be fully compensated for any such regulation.

(5) Proper planning should promote the efficient construction and use of capital facilities.

(6) Large development projects can place a strain on municipal services to the detriment of other users. Large developments should mitigate these impacts.

(7) Segregation of land uses into generally defined and flexible Residential, Commercial and Industrial zoning classifications is a desirable means of preventing incompatible adjacent land uses and stabilizing property values.

(8) Home-based industries are an essential part of the economic vitality of the planning area and should be permitted in all zoning classifications to the extent compatible with surrounding land uses.

(9) Land use regulation should not impose burdens upon existing land uses due to the subsequent development of adjacent, incompatible land uses.

(10) The "grandfathering" of land uses is fundamental to the protection of private property rights and is of the highest importance to the people of the RPC planning area. Existing land uses shall not be rendered invalid nonconforming uses by changes in land use regulation.

(11) Public lands make up a large part of the RPC planning area. How this land is managed impacts the citizens and communities of the area significantly. Local citizens shall be entitled to full participation and representation on the uses of public lands in their region in order to help ensure a more stable economy and environment for the local communities to preserve the local culture, heritage and customs.

31.06.030 Mission statement.

The Regional Planning Commission's mission is to formulate a comprehensive land use plan that strikes a responsible balance between private property rights, economic diversity and the quality of the environment.

31.06.040 Vision.

The ~~Regional Planning Commission Comprehensive Plan~~Western Clallam County Regional Plan ("Regional Plan") will serve as the foundation for land use regulation that will be simple, minimally intrusive and inexpensive to apply. This regulation will facilitate economic development. The ~~Comprehensive~~ Regional Plan will also serve to encourage the rural character of the ~~RPC~~ planning area and to segregate the planning area into residential, commercial and industrial uses in a manner that is compatible with existing land uses but also stabilizes property values and promotes compatibility of adjacent land uses. The ~~Comprehensive Plan~~Regional Plan will promote the efficient construction and use of local government capital facilities and the availability of affordable, quality housing for all. The

~~Comprehensive~~ Regional Plan shall also serve as a tool to increase local input in the federal land use decision making process.

31.06.050 Transportation – Inventory and analysis.

(1) *Relevant GMA Goals.*

(a) Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with County and City comprehensive plans.

(b) Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(2) *Definition.* The transportation system is composed of air, water, and land transportation facilities and services, including highways and streets, paths, trails and sidewalks, transit, airports, and ports.

(3) *Circulation System.* The transportation and circulation system should function to serve the land use patterns established by the Comprehensive Plan. For example, rural areas should be served by a transportation system designed for rural uses while urban areas should be served by a circulation system designed to serve urban uses. The transportation system should also focus on connections, either between urban centers such as from Forks to Port Angeles, or from Clallam Bay to Forks, or between different "modes" of travel, such as automobiles to public transit. Some parts of the circulation system in this area serve County-wide and State-wide interests, such as Highway 101, Burnt Mountain Road, LaPush Road, and the Quillayute Valley Airport. It is imperative that the County-wide and State-wide interests are considered when making land use or facility decisions affecting these systems.

(4) *Land Use Coordination.* In the past, land use planning and transportation planning were not always coordinated. Impacts from growth on transportation facilities were seldom considered. Transportation planning was little more than remedying existing conditions rather than preventing deterioration of service. Conversely, roads and highways were built in rural areas which encouraged the conversion of these areas into higher densities or commercial centers.

The Clallam County Comprehensive Plan indicates that the transportation system should be consistent with the land use plan.

(5) *Level of Service.* Level of service standards measuring the degree of traffic congestion are used to serve as a gauge to judge the performance of the transportation system. Level of service is ranked from "A" (free flowing, uncongested) to "F" (highly congested, failing). When land use assumptions are made based on expected population growth and subsequent traffic demand, transportation engineers determine whether the transportation system can accommodate the increased demand by using level of service (LOS) standards. Level of service standards are based on average daily traffic (ADT), posted speed limits and characteristics of the area that the road serves (rural, suburban, and urban).

The minimum level of service established in the County-wide Comprehensive Plan for County roads is LOS "C." Minimum level of service for State Highways is LOS "D," as prescribed by the Peninsula Regional Transportation Planning Organization (PRTPO)[1] These minimum standards indicate a traffic condition where flow of traffic is generally stable, but speeds are controlled by volume of traffic. This condition confines the drivers speed and freedom to maneuver and results in a poor level of comfort for the driver. Figure 2 indicates that all County roads are currently operating at or above these standards.

The forecast of future traffic on County roads in this Plan are based on two (2) methods: projected population growth[12] and build-out[23] potential based on proposed land use designations and their corresponding allowed densities. The latter is determined by first, examining the number of existing residences, businesses and other traffic generating entities within the region, and relating this to the average daily traffic counts for the road(s) serving the area. Next, using Clallam County Assessor records, the number of potential residences, business and other traffic generating entities are determined by figuring out how many "potential" parcels may exist under the allowed minimum lot sizes of the proposed land use designations. The increase from existing developments to potential developments directly correlates with the potential increase in average daily traffic. The forecast of traffic and its potential impact on adopted LOS standards is used to determine if the transportation system is capable of handling the demand. If the system is not capable of handling the demand, the Comprehensive Plan must identify how the system will be improved and financed, or the land use plan must be revised to ensure that the minimum "level of service" standards are met.

Figure 3 indicates that the current system is designed to handle the projected twenty (20) year population growth of this region for rural County roads. Even at build-out, only Highway 101 near the Forks Urban Growth Area would experience demand placing it below adequate level of service. Table 1 lists those rural County roads which will approach the minimum standard (C) ~~by the year 2010 or~~ if full build-out is to be realized.

Table 1. Rural County Roads Level of Service (Marginal or Failing)

Road Name	Current LOS	LOS Year 204510	LOS Based on Build-out	Current ADT	ADT Year 204510	ADT Based on Build-out	From Mile Post	To Mile Post
Burnt Mountain Rd.	B	C	C	1,~~931~~124	5,314	5,314	1.92	5.82
Hwy 101	D	D	E	6,128~~9,300~~	19,654	19,654	189.55	191.69
Hwy 101	B	C	D	~~4,950~~5,848	10,461	10,461	191.69	192.67
LaPush Rd.	B	C	C	2,012~~1,344~~	3,865	3,865	0.00	11~~3~~.1~~86~~
Mora Rd.	B	B	C	529~~694~~	925	2,914	2.17	2.22
Shadow Lane	A	C	C	0	6,763	6,763	0.00	0.45

(6) *Road Standards.* Level of service standards are an essential part of transportation planning, but they fail to provide a complete inventory of transportation needs and deficiencies. Design standards relating to road and lane width are set forth in RCW 35.83.030 and RCW 43.32.020. Those standards are as follows:

Table 2. Design Standards for County Roads

ADT	Below 150 – 400	401 – 750	751 – 1,000	1,001 – 2,000	2,001 – plus
Road Width	24 ft.	26 ft.	28 ft.	34 ft.	40 ft.
Lane Width	10 ft.	10 ft.	10 ft.	11 ft.	12 ft.

Table 3 lists County roads with standard width deficiencies. As demonstrated, most of the roadways with width deficiencies have acceptable or better LOS ratings. This clearly describes the discrepancy between LOS standards and road width standards. For example, although Erickson Road is currently at LOS "A" and would remain that way even at full build-out, it is clearly deficient in road width (fourteen (14) feet). LOS measures how free-flowing a roadway segment is, but fails to recognize whether the road meets minimum safety standards.

Table 3. Deficient Road Widths with Corresponding LOS

Road Name	Pavement Width	Current ADT	Current LOS	LOS Based on Build-out	Road Width Deficiency
David Mansfield Rd.	11	15	A	A	13
Erickson Rd.	10	10	A	A	14
Heckle Rd.	10	2	A	A	14
Lucken Rd.	12	29	A	A	12

Road Name	Pavement Width	Current ADT	Current LOS	LOS Based on Build-out	Road Width Deficiency
Magnolia Rd.	12	11	A	A	12
Moriarty Rd.	12	17	A	A	12
Walgren Rd.	12	159	A	A	12

(7) *Private Roads.* The transportation system in the West End Planning Region also includes private streets and easements, often unimproved, design to serve lots within short plats and surveys. A mechanism to upgrade these roads to land division and fire protection minimum standards should be in place to assist property owners developing property which does not directly abut a public street.

(8) *Alternative Solutions.* Solutions to transportation deficiencies may include incentives to change patterns of transportation behavior, such as car pooling rather than single occupancy vehicles, and enhancements to alternative modes of transportation that would be efficient and less costly to maintain, such as transit or bicycle lanes.

31.06.060 Transportation goals and policies.

(1) *Highway 101.* Goal 1. Preserve and enhance the Highway 101 corridor for regional mobility to improve its functionality for business, area residents, tourists, nonmotorized transportation, freight and services.

(a) Policy 1. Encourage the Washington State Department of Transportation to retain all of their properties adjoining Highway 101 for future use as rest stops, scenic pullouts, roadside parks and future transit pullouts.

(b) Policy 2. Work with the Washington State Department of Transportation and other agencies to ensure that Highway 101 meets the goal that the corridor function regionally for the mobility of goods, services and passengers. Included in this goal would be review of

State access policy to ensure the direct access to the highway from individual properties is minimized.

(c) Policy 3. Adopt regulations prohibiting access to Highway 101 when access to County/City roads is available or when shared access points are available.

(d) Policy 4. Highway 101 should have adequate shoulders for bicyclists. Current deficiencies should be corrected to encourage bicycle commuting. Storage facilities for bicycles should be available in conjunction with transit shelters along the corridor.

(e) Policy 5. Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in the Forks Urban Growth Area and at intersections of County arterials and Highway 101.

(f) Policy 6. Passing lanes should be planned along the highway corridor in rural areas.

(g) Policy 7. The proliferation of stoplights on Highway 101 should be discouraged. New development should be encouraged to locate at existing intersections where stoplights are already in place.

(2) *Rural Roads.* *Goal 2.* The County has agreed to allow the City of Forks to plan for the Forks Urban Growth Area. This includes establishing goals and policies for the transportation system. In lieu of this, the following policies will deal with rural County roads in the West End Planning Region and those arterial roads that connect the UGA with the rural areas of the region.

(a) Policy 8. The County should not pursue new County roads outside of the Forks Urban Growth Area except in those circumstances where roads are built within subdivisions with private funds and then turned over to the County for maintenance.

(b) Policy 9. Road systems in rural and resource areas should be at rural and resource land standards which preserve the essential character of the land use.

Improvements should be made to regionally significant roads such as LaPush Road, Burnt Mountain Road, Mora and Quillayute Road, in order to accommodate alternative modes of transportation including bicycles and transit, thus encouraging the reduction of single occupancy vehicle use and enhancing recreational opportunities in the West End Planning Region.

(c) Policy 10. The following road improvements have been identified based on LOS standards, improved circulation, and road width safety standards.

(i) Quillayute Road (Sol Duc River Bridge painting, engineering, construction);

(ii) Quillayute Road (Quillayute Weather Station to Mina Smith Road – regrade, drain, widen existing road and pave, engineering, right-of-way, construction).

(3) *Road Standards.* Goal 3. Improvements to County roads should consider the rural character of the West End Planning Region. Needed safety improvements should be the minimum necessary to address the safety problem, particularly in rural areas where country roads enhance the character of the area, as well as being a deterrent to speeding. In rural areas, limit the number of access points to County roads in order to limit impediments to traffic and to maintain open space qualities.

(a) Policy 11. When County roads are rebuilt in this area, forecasts of future traffic should be based on the following principles:

(i) If the road is on the regional transportation network (see Peninsula Regional Transportation Planning Organization – PRTPO), the road should be designed to accommodate transportation growth rates within the PRTPO plan.

(ii) If the County road is not on the regional transportation network, the road should be designed based on 50 percent of the potential build-out as indicated in the land use plan.

(b) Policy 12. Private road standards should allow for flexibility while meeting minimum safety requirements for emergency vehicles, except in those circumstances where it is in the best public interest to develop a public road. Right-of-way standards, improved widths, and surfacing of private roads should not be required at the same standard as public roads. The use of Road Improvement Districts (RIDs) should be encouraged to equitably share the cost of upgrading private roads to land division and fire protection standards.

(4) *Paths, Trails and Sidewalks.*

(a) Policy 13. Non-motorized travel should be promoted within the West End Planning Region for multipurpose recreation, when it is determined to be cost effective. The County should continue work on the design, construction, and maintenance of the Olympic

Discovery Trail (ODT) and other trail systems, including Kugel Creek Bicycle Loop, the Snyder-Jackson Trail connecting the Forest Service ranger stations via Rugged Ridge, the Pacific Northwest Trail, Elk Creek Mountain Bike Loop, Clallam Bay-Sekiu Trail, Sekiu to Owens Park, the Coastal Tsunami Evacuation Route, and other trails as identified by community members and other trail groups and work to provide connector trails between the ODT and these systems to provide companion facilities such as rustic campgrounds.

(b) Policy 14. The following are the designated bicycle routes. All roads on a designated bicycle route should have a minimum improved shoulder width of three to five feet, depending on the speed limit of the road. However, in all such improvements, the additional costs associated with meeting bicycle requirements should only be funded if the benefits of such improvements outweigh the costs when compared to both current and projected bicycle use.

Highway 101	Burnt Mountain
LaPush Road	Sol Duc Valley, Cooper Ranch and Clark Road Loop
Mora Road	Sol Duc Hotsprings Road

(5) *Multimodal.*

(a) Policy 15. First priority for transit service and facility improvements should be for designated urban growth areas, rural centers (including tourist commercial designations), and routes along the regional transportation system.

(b) Policy 16. Park-and-ride lots and transit shelters should be conveniently located along the Highway 101 corridor in Forks, Beaver, Sappho and Quillayute Prairie Airport, and at the intersections of County arterials or collectors and Highway 101. Design park-and-ride lots with transit shelters and bicycle storage facilities on site.

(6) *Airports.*

(a) Policy 17. Ensure that land uses adjacent to the Quillayute Prairie Airport are compatible with the continued use of the airport for air transportation needs of the region.

(b) Policy 18. If developed for commercial use, provide adequate roadway connections between the Quillayute Prairie Airport and the existing major arterial streets, roads and

highways serving the airport. Ensure that there are public transportation connections to the Quillayute Prairie Airport.

(7) *Level of Service.* Policy 19. The minimum acceptable level of service (LOS) standard for County roads in both rural and urban areas shall be LOS "C," using standard rating methodology.[34]

(8) *Financing.*

(a) Policy 20. Place high priority on investment and expenditure of limited public funds on the transportation system in urban growth areas and limit investment and expenditure in rural areas to arterial development connecting communities and neighborhoods.

(b) Policy 21. The existing transportation system should be maintained before expenditure of limited public funds on expanded facilities.

(c) Policy 22. Traditional funding sources should continue to be the primary funding source pay for improvements to County roads in the region.

(d) Policy 23. The County shall require new development to rectify and/or compensate for impacts to transportation facilities not meeting minimum safety standards or for developments expected to increase demand, such as average daily traffic (ADT), by more than 50 percent over current demand.

(9) *Emergency Transportation Planning.* Policy 24. The Clallam County Emergency Officer should coordinate with State and private timber land owners to draft an emergency road use compact. The intent of such a compact would be to provide alternative routes in the case of bridge failure or other road system failures that could potentially leave West End residents stranded from road access to the rest of the County and State.

31.06.070 Public facilities and services inventory and analysis.

(1) *GMA Goals.*

(a) Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for

occupancy and use without decreasing current service levels below locally established minimum standards.

(b) Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(c) Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

(2) *Overview.* It is more cost efficient to provide some public facilities and services when the population is concentrated, such as in an urban growth area. Through the designation of urban growth areas, Clallam County and other service providers can plan more cost effective and efficient services.

Growth increases the demand for new and/or improved public facilities and services. New residential growth may impact school facilities by having more school aged children without a corresponding increase in school facilities. Development can increase traffic levels on County roads and transit systems. Connections to water and sewer systems diminish the available capacity for future growth.

The overall purpose of this growth management plan is to identify urban areas where public facilities and services keep pace with growth so that service levels are not diminished; and plan for where facilities and services will be located.

(3) *Definition.* The Growth Management Act defines public facilities as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and schools. Public services include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

(4) *Schools.* The West End regional planning area is serviced by the Quillayute Valley School District No. 402. Facilities include one elementary school with grades pre- kindergarten through ~~five~~four, one middle school which includes grades ~~six~~five to eight, and one high school with grades nine through twelve~~, and one alternative school~~. These facilities are currently located within the incorporated City of Forks. With ~~1,680~~928 students currently being instructed in the 2024-2025 school year~~and a projected annual growth rate of two (2) percent~~,[5] there may be a

need for future increases in school capacity over the twenty (20) year planning period. Due to the large rural nature of the West End Planning Region, location of future facility sites may need to be considered outside of the Forks urban growth area.

(5) *Water.* The City of Forks provides water for the City and some outlying residents in the immediate vicinity. The City's reservoir storage capacity is 1.925 million gallons. With an estimated future peak load of ~~800,000~~787,223 gallons per day in 2041, the City has the capability to expand service to over twice its current customers. This exceeds the requirements of the Forks urban growth area far beyond the twenty (20) year planning period.

(6) *Sewer.* ~~Only a small portion of the City of Forks is serviced by a municipal sewer system~~ The sanitary sewer collection system provides service to approximately 329 acres within a utility local improvement district located within the city limits of Forks. The remainder of the City is unsewered and served by on-site septic systems. Rural areas in the West End Region are served by both community and private septic systems.

(7) *Parks and Recreation.* Recreational opportunities are abundant in the West End Planning Region. The Olympic National Park forms the eastern boundary of the region and includes a strip along the Pacific Coast to the west. The Sol Duc, Calawah and Bogachiel Rivers all have boat launch facilities located throughout these river systems. Resort facilities like the ones located at Bear Creek and Three Rivers provide sports fishermen and recreationalists with ample opportunities to enjoy the outdoors in a resort type atmosphere. However, it is believed that these will be insufficient to meet the growing demand for such facilities as the tourist oriented sector of the economy continues to grow. Ball parks and other sports facilities are located at Beaver and within the incorporated City of Forks. Tillicum Park within the City of Forks provides fifteen (15) acres of ball fields, tennis courts and other recreational facilities serving the local community. There are no golf courses in the region. Resort facilities and golf courses are recognized as the only significant deficiencies over the twenty (20) year planning period.

(8) *Fire Protection and Suppression.* Fire protection in the West End Planning Region is provided by Clallam County Fire Protection District #1. Volunteer forces operate from stations in Forks, Beaver and Three Rivers. Response to emergency medical calls is provided by the hospital district which operates from Forks Community Hospital. The fire district has a mutual aid agreement with District #6, the Washington State Department of Natural Resources, and the U.S. Forest Service. The district also provides structure protection for Olympic National Park.

Fire protection districts, like hospital and library districts, are junior taxing districts. Funding for these junior taxing districts comes from property taxes.

(9) *Public Health.* The Forks Community Hospital located in the City of Forks provides a broad range of basic health services in the West End planning area. However, ~~no~~limited transitional senior care facilities exist on the West End. Additional care is provided through Clallam County's Home Health Care Program and the Quillayute Tribal Indian Health Services. These facilities are needed to care for area residents through the twenty (20) year planning period. It is foreseeable that the projected growth will require further expansion in this area of service.

(10) *Other Governmental Services.* Clallam County provides no other direct governmental facilities within the West End planning area. Due to remote geographic conditions, consideration has been made in the past for satellite offices for some of the County's services, such as law enforcement, health and community development. A satellite Sheriff's office has been developed in Beaver and District Court II is located within the City of Forks. –At this time, the most efficient use of the previously considered health and community development facilities is to continue basing them within Port Angeles.

One alternative to facility expansion is to pursue electronic networking technology as a means of expanding governmental resources and services to the residents of the West End and enhance interaction between those residents and the County seat in Port Angeles. As the population grows in the West End, the need for satellite facilities and increased services needs to be closely monitored.

(11) *Financing.* New development often pays for the cost of extending new public facilities and services. For example, if a development is proposed on a County road that is not adequate to handle additional traffic, the County is able to require the developer to pay the costs of improving the County road (called "mitigation"). Water and sewer systems are similarly financed. If a developer proposes to extend water and sewer to a property, it is the responsibility of the developer to pay the costs for extending those services.

Another way that development pays for the cost of extending new public facilities is through development fees. For example, the City of Forks requires anyone who hooks up to the sewer or water system to pay a connection fee. This fee is put into a special account for the eventual planning and upgrade of the system. This connection fee is in addition to requiring the developer to extend the actual collection or distribution lines.

This method of payment for public facilities and service extension is based on three (3) principles: (a) setting level of service standards for public facilities and services; (b) ensuring that public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use (called "concurrency"); and (c) requiring development to pay fees for the new facilities rather than rely solely on property taxes or grants to fund development of these public facilities.

31.06.080 Public facilities and services – Goals and PPolicies.

(1) *Schools.*

(a) Policy 1. Expansion of existing school facilities should be encouraged within the Forks urban growth area where public facilities and services (e.g., water, sewer, transportation, fire and police) can be provided in an efficient manner.

(b) Policy 2. School facilities necessary to support development should be adequate to serve the development at the time the development is available for occupancy and use, or a financial commitment is in place to complete the improvements within six years without decreasing current service levels below established minimum standards.

(c) Policy 3. The County, City of Forks, State of Washington and the Quillayute Valley School District should work cooperatively to identify funding sources needed for improvements to school facilities caused by new development.

(2) *Water.*

(a) Policy 4. Public water systems should be provided within designated urban growth areas, rural centers, and tourist commercial areas. Public or municipal water systems (i.e., PUD and the City of Forks) should be limited in rural lands to those areas that can demonstrate water quantity limitations, water quality problems or hydraulic continuity to rivers and streams.

(b) Policy 5. Extension or existence of public water service in designated rural areas or resource lands shall not result in or be justification for higher density than that anticipated by a regional or subarea comprehensive plan.

(c) Policy 6. Level of service and facility standards should be developed by the water service provider, with standards set based on expected land use densities established by this Plan.

(d) Policy 7. Water systems necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use.

(3) *Sewer.* Please see County-wide Comprehensive Plan policies for specific reference to sanitary waste disposal within and outside of urban growth areas.

(4) *Parks and Recreation.*

(a) Policy 8. Identify and provide for increased recreational and public access opportunities to natural resource lands and water where appropriate.

(b) Policy 9. Encourage further development of public access to freshwater areas, particularly the Quillayute, Sol Duc, Bogachiel and Calawah Rivers.

(c) Policy 10. Methods of ensuring public access to public lands should be developed that do not adversely impact private land owners and commercial forestry operations.

(d) Policy 11. Parks and recreational facilities necessary to support development shall be adequate to serve the development as identified in the County Capital Facilities Plan, as now or hereafter amended.

(5) *Fire Protection and Suppression.* Policy 12. Fire protection and suppression facilities in urban areas should receive first priority. Fire flow (e.g., fire hydrants) in rural areas should not be required of new development or extension of public water systems except for commercial/industrial uses and public facilities.

(6) *Other Governmental Services.*

(a) Policy 12. Clallam County and other governmental service providers should continually monitor the population growth, age and other demographic characteristics of the population to determine the need for new or expanded services.

(b) Policy 13. Clallam County should work cooperatively with the City of Forks in ~~pursuing a suitable location for a~~continuing to support the District II County courthouse ~~annex should the need arise~~located within Forks City Hall.

(c) Policy 14. Clallam County should ~~actively pursue~~continue to support electronic networking technology as an alternative means of providing extension of public services and expanding the availability of governmental resources to the residents of the West End.

31.06.090 Rural land – Vision.

~~The mission of the Regional Planning Commission is to formulate a comprehensive land use plan that strikes a responsible balance between private property rights, economic diversity and the quality of the environment.~~ The plan will serve as the foundation for land use regulations that will be simple, minimally intrusive, and inexpensive to apply. These regulations will facilitate economic development within the Forks urban growth area. The Comprehensive Plan will also serve to maintain the rural character of the areas outside of the urban growth area.

The characteristics of rural areas that residents currently enjoy should be maintained in the Plan. Large lot sizes and minimal nuisances like noise, lights, odor or traffic should be found in rural areas. Small, home-based businesses and industries should be supported and encouraged.

The land base for private land use in this region is limited. Table 4 below demonstrates the actual acreage and percentage of lands within the planning area (Note: commercial forest lands in these tables indicate State and private lands. The Olympic National Forest has also been designated as commercial forest lands).

Table 4. Acreage and Percentage of General Land Use Designations

Designation	Acres	Percent
Rural Lands	15,133	5
Commercial Forest Lands	142,892	48
National Forest Lands	118,884	40

Designation	Acres	Percent
National Park Lands	15,323	5
Forks UGA	4,767	2

Table 5. Acreage and Percentage of Rural Land Use Designations

Designation	Acres	Percent
Rural	1,052	7
Rural Neighborhood Conservation	2,591	17
Rural Low	7,543	50
Quillayute Residential	1,268	8
Tourist Commercial	59	0.4
Rural Center	1,671	11
Tribal	949	6

31.06.100 Rural land – Principles.

The following principles guide the designation of rural lands and the permitted uses within the Western regional planning area:

(1) Tourist-related businesses should be supported throughout rural areas, including such uses as bed and breakfast inns, tourist shops, recreational activities and convenience services;

(2) Home-based business and home-based industry should be supported throughout rural areas;

(3) Timber harvesting and agriculture are traditional activities and should be permitted throughout rural areas;

(4) Recognize the limited amount of private land for development and allow for greater flexibility in development regulations while still protecting adjacent landowners from impacts caused by land uses which may be objectionable;

(5) Residential structures should allow all types of housing opportunities with rural character protected by minimum lot size and maximum residential densities;

(6) Mini-day care centers or home schools should be permitted throughout rural areas;

(7) Commercial uses which are normally associated with rural areas should be permitted, such as horse arenas, commercial greenhouses, kennels and veterinarian clinics;

(8) Nuisances, e.g., noise, light, or odor, created by commercial or industrial uses in rural areas should be contained on-site through protection measures such as fencing, limited hours, reduction in traffic volumes, lighting standards, etc.;

(9) Accessory uses to the principal uses should be permitted in all zones;

(10) Planned unit developments or cluster subdivision options, where density of a parcel is transferred to a portion of a property, should be allowed in those circumstance where property is limited by natural constraints, such as wetlands, shoreline setbacks, geologic hazardous areas, and in areas designated rural low; provided, that lot sizes are not reduced below 2.4 acres;

(11) Major industrial and commercial development should be primarily focused into the Forks urban growth area, with some development as outlined allowed in rural areas;

(12) Rural centers and tourist commercial zones should be designated to allow for a mixture of commercial and residential uses in rural areas. These zones are where communities have been established historically and allowed for a variety of land uses.

31.06.110 Rural land – Classifications.

The following land use classifications outside of the Forks urban growth area and commercial forest designations are proposed:

(1) *Western Region Rural Center.* A land use classification intended for areas with a mixture of land uses, including commercial, residential and industrial.

(a) *Standards.* Minimum Lot Size – ~~One-half acre~~None;

Maximum Residential Density – One dwelling unit per one-half acre~~Based on health regulations~~;

Setbacks – Per existing Zoning Code;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for Sappho, Beaver, Three Rivers, Quillayute Prairie Airport.

(2) *Tourist Commercial.* A land use classification intended for areas primarily devoted to providing services to the traveling public.

(a) *Standards.* Minimum Lot Size – One-half acre;

Maximum Residential Density – Based on health regulations;

Setbacks – Per existing Zoning Code;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for Bear Creek, Bogachiel River Bridge.

(3) *Quillayute Residential.* A land use classification intended primarily for areas with existing lots less than one acre in size outside of the Forks urban growth area.

(a) Standards:

Minimum Lot Size – One-half acre;

Maximum Residential Density – Based on health regulations;

Setbacks – Per existing Zoning Code;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for Salmon Drive area, Whitcomb-Diimmel, Lake Pleasant and Quillayute River, and Quillayute Prairie.

(4) *Western Region Rural.* A land use classification in areas where residential one-acre lots in rural areas are either currently the predominant land use or are proposed.

(a) *Standards.* Minimum Lot Size – One acre;

Maximum Residential Density – One dwelling unit per ~~2.4~~ acres;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for various areas.

(5) *Rural Neighborhood Conservation.* A land use classification intended for those areas and persons who desire to live in a low density rural setting with limited encroachment of commercial and industrial activities.

(a) *Standards.* Minimum Lot Size – One acre (one-half acre if clustered);

Maximum Residential Density – One dwelling unit per five acres subject to optional innovative zoning techniques triggered either by the size of the parcel (cluster technique) or by the varying character of the many existing neighborhoods found within this zoning district (overlay technique);

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for various areas.

(6) *Rural Low.* A land use classification intended to provide homesites in rural forestry areas with limited encroachment of commercial and industrial activities.

(a) *Standards.* Minimum Lot Size – 2.4 acres (flexible zoning allowed);

Maximum Residential Density – One dwelling unit per 4.8 acres;

(b) *Permitted Uses.* See matrix in CCC 31.06.130;

(c) *Location.* Proposed for various areas.

31.06.120 Rural land – Definitions.

For the purpose of this chapter, certain terms or words herein shall be interpreted as specifically defined in this chapter. All other words in this chapter shall carry the meanings as specified in Webster's New Collegiate Dictionary of 1980.

(1) "Accessory dwelling unit" means a separate dwelling unit within or detached from a single-family dwelling that complies with the standards set forth in this chapter and is accessory in nature to the main dwelling on the property. Accessory dwelling units are not computed when calculating density or minimum lot size.

(2) "Accessory improvements" means an improvement which is subordinate to or incidental to the main use of a parcel. Such improvements shall be, but are not limited to, fences, garages, storage sheds, walkways, driveways, utilities, sewage disposal systems, landscaping, off-street parking, guest houses and small buildings for workshop. Improvements which are detached from a dwelling unit located on the parcel and intended for overnight sleeping uses are an accessory improvement to a residential use.

(3) "Accessory uses" means a use which is normally subordinate to or incidental to the main use on the lot.

(4) "Agriculture" means improvements and activities associated with the raising and harvesting of crops and livestock.

(5) "Bed and breakfast inns" means a dwelling which is constructed or converted partially or entirely into an overnight, short-term boarding house which does not detract from the residential appearance of the structure.

(6) "Church" means a building or buildings intended for religious worship including ancillary activity and improvements such as religious education, assembly rooms, kitchen, reading room, recreation hall and may include a residence for church staff. This definition does not include schools devoted primarily to nonreligious education.

(7) "Club" means an association of persons for a common object, jointly supported and meeting periodically in a given place.

(8) "Commercial use" means any premises devoted primarily to the wholesaling or retailing of a product or service for the purpose of generating an income.

(9) "Conditional use" means an activity or structure which is allowed by this chapter in one or more land use classifications. Conditional uses are those uses often not compatible within the zone in which they might be located because at times they may create a nuisance which might not be capable of being mitigated. A conditional use permit requires a public hearing, notice to adjacent property owners and is either approved, approved with conditions or denied by the County Board of Adjustment (or Hearing Examiner), appealable to the Board of County Commissioners.

(10) "Day care center" means a person or agency that provides care for thirteen (13) or more children during part of the twenty-four (24) hour day.

(11) "Density" means the number of dwelling units per gross acre of land.

(12) "Duplex" means a building containing two (2) dwelling units and not otherwise defined as an accessory dwelling or guest house.

(13) "Dwelling unit" means any building or any portion thereof which is intended or designed to be used, rented, leased, let or hired out to be occupied for living purposes having independent living facilities for one family including permanent provisions for living, sleeping, eating, cooking, sanitation and including accessory structures and improvements.

(14) "Greenhouse or nursery" means a structure or land devoted to the cultivation and sale of plants.

(15) "Grocery store" means a structure devoted primarily to the sale of staple foodstuffs and household commodities.

(16) "Guest house" means living quarters which are located on the same parcel with a principal single-family dwelling for the impermanent use by personal guests of the occupants of the principal single-family dwelling and which may not be rented or used as a permanent residential dwelling.

(17) "Home-based industry" means a commercial, manufacturing or processing business located on a parcel together with an existing dwelling. The industry is located in a fully enclosed building separate from the dwelling and no larger than 2,000 square feet, limited to no more than two (2) part-time or full-time employees other than the owner. An attached garage is considered as a building separate from the dwelling.

(18) "Home enterprise" means a revenue-generating enterprise which is located in a dwelling and is subordinate to and incidental to the residential use of the dwelling.

(19) "Home school" means a person or agency providing instruction during part of the twenty-four (24) hour day to twelve (12) or fewer persons in a home.

(20) "Horse arena" means an outside area or facility greater than 2,000 square feet in area for the commercial boarding, care, instruction or riding of horses.

(21) "Industrial use" means any premises devoted primarily to the manufacturing of semi-finished products, finished products and the processing of materials, to a degree that exceeds the definitions of home-based industries and home enterprises. This definition includes accessory facilities such as, but not limited to, storage facilities, transfer facilities, warehousing, heavy vehicular storage and repair, log storage and sorting.

(22) "Kennels" means an establishment which is designed to accommodate the temporary boarding of six (6) or more household pets owned by persons other than the owner of the premises.

(23) "Labor camp" means facilities which are designed to provide overnight sleeping, waste disposal and one cooking facility to serve the entire facility for the construction industry, timber management, etc.

(24) "Medical service facility" means a medical physicians clinic or outpatient care clinic where overnight accommodations are not provided.

(25) "Mineral extraction" means activities involved in the extraction of minerals from the earth for industrial, commercial, or construction uses, excluding water. For the purpose of this chapter, removal of solid materials from the earth is not deemed mineral extraction until the activity collectively results in more than three (3) acres of land being disturbed or that results in pit walls more than thirty (30) feet high and steeper than one horizontal to one vertical. This definition does not include disturbances greater than three (3) acres of land if the accumulative area that has not been rehabilitated according to the State's reclamation requirements outlined in Chapter 78.44 RCW is less than three (3) acres. Farming, road construction, mineral exploration testing and site preparation for construction shall not be deemed mineral extraction activities.

(26) "Mini-day care center" means a person or agency providing care during part of the twenty-four (24) hour day to twelve (12) or fewer children in a facility.

(27) "Minimum lot size" means the smallest parcel size upon which a dwelling may be placed or constructed; provided, that roads and open spaces, dedicated to the public, and tidelands shall be excluded when calculating lot size.

(28) "Mobile home park" means a lot or parcel of land occupied by two (2) or more mobile homes on a rent or lease basis, and approved by Clallam County pursuant to County regulations.

(29) "Motel" means a structure which provides overnight, short-term boarding to transient guests and not defined as a bed and breakfast inn facility.

(30) "Multiple-family dwelling" means a building containing three (3) or more dwelling units.

(31) "Outdoor oriented recreation use" means improvements and land use activities which are intended to provide for recreation activity which is carried on outside of buildings or which involves the use and enjoyment of features of the surrounding environment to include but not be limited to campgrounds, boat launching facilities, golf courses, and ballfields.

(32) "Permitted use" means an activity or structure which is allowed in a zone pursuant to this chapter without conditions or formal action by the County, except as required by other chapters of the Clallam County Code. A permitted use includes uses and improvements which are customarily accessory to the use.

(33) "Professional offices" means a structure accommodating the following professional offices: medical, dental, chiropractic; accounting, consulting, cosmetologist, real estate offices or such other offices of persons required to be licensed by the State of Washington following completion of required training.

(34) "Public building" means a building which is used or owned by a governmental agency.

(35) "Race track" means an area devoted to the racing of motor and nonmotorized vehicles or animals, and all improvements normally associated with racing such as off-street parking, patron seating, and a fixed race track.

(36) "Recreational vehicle park" means a lot occupied by two (2) or more recreation vehicles as defined by State health laws for the purpose of lease or rent for overnight occupation.

(37) "Research facility" means an improvement devoted to or supporting research activities and having minimal nuisance characteristics related to odor, noise, glare and radiation. Research is an activity devoted to the obtaining of knowledge and does not include any product retailing or wholesaling activity. Testing for surface and subsurface minerals is not a research activity.

(38) "Retail use" means a land use devoted primarily to the sale of a product or service to the general public.

(39) "School". For the purposes of this chapter, a "school" is a building where instruction is given to persons to enhance their knowledge or skills. Buildings where instruction is given primarily on religious matters are not deemed to be schools.

(40) "Single-family dwelling" means a dwelling unit detached from any other dwelling unit and intended for occupation by one family and including accessory improvements and uses. This definition includes manufactured homes such as mobile homes, modular homes and other homes manufactured in components or as one complete dwelling unit.

(41) "Solid or liquid waste disposal" means a facility typically owned and operated by a public entity for disposal of solid or liquid waste, including transfer stations, sewage facilities and biosolids.

(42) "Special use" means an activity, use or structure which is allowed in one or more land use classifications. Special uses are those uses normally compatible within the zone in which they are located but may at times create a nuisance which might be mitigated through issuance of the special use permit or denied if: (a) unable to be mitigated; or (b) found to be incompatible with other uses in the zone in which it is locating; or (c) is inconsistent with this chapter; or (d) is inconsistent with the comprehensive plan. A special use permit requires notice to adjacent property owners and is either approved, approved with conditions or denied by County planning staff, appealable to the Board of County Commissioners.

(43) "Storage facility" means a building or fenced open yard used solely for the storage of goods and materials; provided, that automobile wrecking or salvage facilities are excluded from this definition.

(44) "Tavern" means any establishment with special space and accommodation for sale by the glass and for consumption on the premises, of beer and/or wine.

(45) "Timber harvesting" means limited improvements and activities associated with the growing and harvesting of trees that will have only minimal impact on neighboring residential uses when undertaken in rural land use zones. Such activity includes timber harvesting; land preparation for tree planting; road construction; tree thinning; brush control; temporary storage of logs, materials, vehicles and equipment supporting timber growing on-site; temporary chipping and barking of timber harvested on site utilizing portable equipment; and minor extraction of gravel and rock necessary to support timber management activity on-site (and not otherwise defined as mineral extraction).

(46) "Timber management activity" means improvements and activities associated with the growing and harvesting of trees. Such activity includes land preparation for tree planting, road construction, tree thinning, brush control, log storage and sorting yards, tree nursery facilities, research activity related to timber growing, improvements required for environmental impact mitigation, temporary chipping and barking activity utilizing portable equipment, storage of materials, vehicles and equipment supporting timber growing, harvesting and transportation activities, staging areas and facilities, timber transshipment facilities, log scaling facilities, the extraction of gravel and rock necessary to support timber management activity and all other silviculture and associated practices which are recognized by and consistent with the regulations of the Washington State Forest Practices Act of 1974.

(47) "Tourist shop" means a facility devoted primarily to the sale of a product or service to the traveling public, including antique or curio shops, crafts, memorabilia.

(48) "Unclassified use" means an activity or land use not listed as permitted, special or conditional use, or prohibited in this Plan.

(49) "Utility" means a fixed, conveyance type improvement serving two or more ownerships. Said improvement conveys power, gas, water, sewage, surface drainage, and communication signals. This definition does not include intercounty or interstate transmission facilities.

(50) "Vehicular repair" means a structure or land use devoted to the repair of motor vehicles and not otherwise defined as a home-based industry.

(51) "Wrecking yard or junk yard" means an open area where scrap materials or motor vehicles are bought, sold, exchanged, recycled, stored, disassembled or handled, but which cannot be used again for the purpose for which it was originally intended.

31.06.130 Rural land – Use matrix.

The attached rural land use matrix identifies a range of land uses which may be permitted within one of the rural land use zones. Although there are six rural land use zones, the three zones of rural, rural moderate and rural low have been identified as similar in nature and therefore the permitted uses are proposed to be identical. There are three types of permitted land uses: permitted outright, special use, and conditional use. See definitions in CCC 31.06.120 for explanation of these terms.

Table 6. Rural Land Use Matrix

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Accessory dwelling units	Permitted	Permitted	Permitted	Permitted
Agriculture	Permitted	Permitted	Permitted	Permitted
Bed and breakfast inn	Permitted	Permitted	Permitted	Permitted
Cemetery	Permitted	Permitted	Permitted	Conditional
Churches	Conditional	Conditional	Conditional	Conditional
Clubs	Conditional	Conditional	Conditional	Conditional (Lodges)
Commercial greenhouse	Special	Special	Special	Conditional
Commercial storage facility	Permitted	Permitted	Conditional	Prohibited

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Day care center	Permitted	Permitted	Special	Family day care Permitted; Child day care center Conditional
Duplex dwellings	Permitted	Permitted	Permitted	Conditional
Gas stations	Permitted	Permitted	Conditional	Prohibited
Grocery stores	Permitted	Permitted	Special	Prohibited
Home enterprise	Permitted	Permitted	Permitted	Permitted
Home-based industry	Permitted	Permitted	Permitted	Conditional
Horse arena	Special	Special	Conditional	Permitted
Labor camps and staging areas	Special	Conditional	Conditional	Prohibited
Industrial use	Conditional	Conditional	Conditional	Prohibited
Medical service facility	Permitted	Permitted	Special	Prohibited
Mineral extraction	Conditional	Conditional	Conditional	Conditional

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Mini-day care center or home school	Permitted	Permitted	Permitted	Private schools with less than 50 students Conditional
Mobile home parks	Conditional	Conditional	Conditional	Prohibited
Motel	Permitted	Permitted	Conditional	Prohibited
Multiple-family dwelling	Special	Conditional	Conditional	Prohibited
Outdoor-oriented recreation use	Permitted	Special	Special	Conditional
Planned unit developments	Permitted	Conditional	Conditional	Prohibited
Power generation facilities greater than five megawatts	Conditional	Conditional	Conditional	Prohibited
Professional office	Permitted	Permitted	Special	Prohibited
Public buildings and facilities	Conditional	Conditional	Conditional	Conditional
Race track	Conditional	Conditional	Conditional	Prohibited
Research facilities	Conditional	Conditional	Conditional	Prohibited

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
Restaurant	Permitted	Permitted	Conditional	Prohibited
Retail store	Permitted	Permitted	Conditional	Prohibited
Rock crushing and asphalt plants	Special	Conditional	Conditional	Prohibited
RV parks	Permitted	Permitted	Conditional	Conditional
Schools	Special	Special	Conditional	Prohibited
Single-family dwellings	Permitted	Permitted	Permitted	Permitted
Solid or liquid waste disposal	Conditional	Conditional	Conditional	Prohibited
Tavern	Conditional	Conditional	Conditional	Prohibited
Timber harvesting	Permitted	Permitted	Permitted	Permitted
Timber management activity	Special	Special	Conditional	Conditional (small scale); otherwise Prohibited
Tourist shops	Permitted	Permitted	Conditional	Prohibited
Unclassified use	Conditional	Conditional	Conditional	Prohibited unless

Use	Rural Center	Tourist Commercial	Quillayute Residential	Rural Neighborhood Conservation
				authorized as a similar use
Utilities and fire protection	Permitted	Permitted	Permitted	Conditional
Vehicular repair	Permitted	Permitted	Conditional	Prohibited
Veterinarian clinic and kennels	Special	Special	Special	Conditional
Wrecking yard	Conditional	Conditional	Prohibited	Prohibited

31.06.140 Rural land – Private property rights and critical area protection.

Residents in the West ~~End~~ern Planning Region have historically enjoyed a rural lifestyle that, due to their remote location and traditional occupations, has been largely free from government regulations and intrusion. Industries such as commercial forestry and cattle farming have helped to foster a strong sense of independence throughout the West End community. This sense of independence is further strengthened by the remoteness of the region. The opportunities and options available in more metropolitan areas are not as readily available in the West End, making self-sufficiency more of an imperative.

In recent years, regulations aimed at protecting environmentally sensitive areas from degradation have been implemented throughout the region. While there is little debate over the need to protect environmentally sensitive areas, the methods employed to achieve this end are considered by many to be excessive and burdensome to affected property owners.

The residents of the Western Planning Region ~~West End Planning Commission~~ feels it is both possible and necessary to strike a balance between the protection of valuable environmental amenities and private property rights. The following policy is designed to help achieve this goal:

Zoning ordinances, when applied to real property subject to the Clallam County Critical Areas Ordinance, the Shoreline Management Act, or the Floodplain FIRM Map/Management Plan (e.g., wetlands, steep slopes, floodplains, etc.), shall permit the transferring of densities from that portion of the parcel subject to the applicable ordinance to the remaining non-critical area portion of the property. However, no density will be allowed on the noncritical area acreage that would exceed the density allowed for the entire parcel (both critical area portions and noncritical area portions). In addition, all densities shall be subject to prevailing health codes.

While this policy shall apply to all land use designations, it will only be utilized with lands designated as being subject to the Clallam County Critical Areas Code, the Shoreline Management Act, and/or the Floodplain FIRM Map/Management Plan.

An example of this transferring of densities would be as follows:

Developer owns a parcel of land that consists of a total of 15 acres in a zoning district that allows a maximum residential density of one dwelling unit per five acres. Under the zoning code, the property could be divided to create three lots for future single-family development. However, 10 acres are located within the FIRM 100-year floodplain, and one acre is designated as steep slopes (i.e., landslide hazard areas). Transferring of densities would allow the developer to still create three lots; provided, that each lot contains adequate potential building sites outside of the floodplain and steep slope areas, and that the land division complies with all applicable public health codes.

~~1 The PRTPO consists of representation from four (4) counties (Clallam, Jefferson, Kitsap and Mason), nine (9) cities, four (4) transit agencies, eighteen (18) port districts, ten (10) Tribal Nations, the Washington State Department of Transportation, and the private sector. The PRTPO has been working for the last four (4) years to develop a Regional Transportation Plan (RTP). The goal of the PRTPO is to coordinate the regional transportation planning activities for the Olympic and Kitsap Peninsulas.~~

21 Based on 1990 U.S. Census information.

23 Build-out analysis indicates what would happen if development was to occur at the maximum allowed density. It is useful in determining the adequacy of a facility in a "worst case scenario," but does not represent conditions likely to occur.

3 The standard rating methodology for Clallam County roads is the Highway Capacity Manual – Florida Model.

~~5 Based on 1990 U.S. Census figures.~~

The Clallam County Code is current through Ordinance 1021, passed July 9, 2024.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.

Chapter 31.08
IMPLEMENTATION

Sections:

31.08.100 Overview of issues.
31.08.200 Implementation goals.
31.08.300 Comprehensive Plan may be amended.
31.08.305 Type of amendments.
31.08.310 Initiation of amendment.
31.08.320 Initiation of amendment application.
31.08.330 Public hearing is required.
31.08.340 Notice of Commission's decision.
31.08.360 Decision of the Board.
31.08.370 Required showing for an amendment.
31.08.400 Severability.
31.08.420 Repealer.
31.08.430 Effective date.

SOURCE:	ADOPTED:
Ord. 573	06/27/95
AMENDED SOURCE:	ADOPTED:
Ord. 680	07/07/99
Ord. 806	12/19/06

Code reviser's note: Ord. No. 573, 1995, added this chapter as Chapter 31.07. Because Ord. No. 605, 1996, added another chapter numbered 31.07, this chapter has been editorially renumbered to 31.08 to avoid duplication.

31.08.100 Overview of issues.

The County Comprehensive Plan is a general guide to the orderly growth and development of land and physical improvements in Clallam County. Historically, the Comprehensive Plan is generally not considered to be a regulatory document. The Growth Management Act of 1990, however, requires that Clallam County "enact development regulations that are consistent with and implement the comprehensive plan. [The county] shall perform their activities and make capital budget decisions in conformity with their comprehensive plan." (RCW 36.70A.120)

Government has the authority and responsibility to protect the public health, safety, and welfare. Pursuant to this authority, regulation or limitations to the use of private property is allowed under the police powers of the federal and State Constitutions. Accordingly, local government may limit the use of property through land use planning, zoning, and environmental regulations. Courts have recognized, however, that if government regulation goes "too far," it may constitute a taking of property.

Taking of private property for public purposes is also protected under the federal and State Constitutions. Government cannot take property for public purposes unless just compensation is made. Property owners are also provided a substantive due process which protects an individual's property from arbitrary regulation. Recent federal and State court cases continue to provide further interpretation of what is a constitutional taking.

The State Attorney General's Office is charged with providing guidance to local governments through implementation of the Growth Management Act. The Attorney General provided five warning signals as examples of situations which may raise constitutional issues. The warning signals are phrased as questions which should be reviewed regarding the potential impact of a regulatory action on specific property. The questions are:

(1) Does the regulation or action result in a permanent physical occupation of private property?

(2) Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement? (The dedication of property must be reasonably and specifically designed to prevent or compensate for adverse impacts of the proposed development and substantially advances a legitimate governmental interest.)

(3) Does the regulation deprive the owner of all economically viable uses of the property?

(4) Does the regulation have a severe impact on the landowner's economic interest?

(5) Does the regulation deny a fundamental attribute of ownership?

County residents have a strong desire to see their investment in homes and quality of life protected. Some of the most emotionally charged issues in the County occur when residents perceive proposed land uses as a threat to their homes and quality of life. Land use regulations which acknowledge and protect the rights of citizens to the quiet enjoyment of their homes and lands and which protect their quality of life will considerably reduce these conflicts.

Potential homeowners rely upon existing zoning and existing uses in a neighborhood when purchasing a home, which is one of the most important decisions in their lives. At the time of purchase, a homeowner makes a commitment which is literally cast in concrete, as a home cannot be moved or reoriented to avoid a new incompatible use. In addition, moving to a new home may not be an option, either for financial reasons or because of emotional ties to the property. New development must be required to be compatible with existing neighborhoods: protection of the home must be one of the highest priorities of County government.

Landowners and citizens also desire that land use regulations and decisions are timely, fair, and predictable. Changes to regulations, or the "fear" of changes, have forced many landowners in Clallam County to prematurely develop or subdivide their property. Delays in the permit process lead to frustration by the development community and attempts to weaken land use regulations. Citizens and landowners adjacent to proposed developments also want assurance that the decision-making process is open and fair to all people concerned, and that land use restrictions are not continuously being changed.

There are generally three tiers of increasing development review. The first tier is land uses which are permitted outright, like homes in single-family zones on existing lots. The second tier is land uses that may or may not be objectionable, or where additional information and scrutiny may be warranted. For example, bed and breakfast inns in most rural areas can be compatible but review and scrutiny might be warranted. The third tier is land uses that are more likely to raise objections, and public debate and consideration are warranted. For example, large subdivisions, commercial rezones, etc., generally warrant public debate and consideration. (Rezones require an ordinance and by State law, a public hearing is required. Subdivisions require notice to adjacent property owners with the right to request a public hearing before the Planning Commission.)

There are several ways to make land use decisions timely, fair and predictable. In general, a comprehensive plan or regulation with more specific standards and environmental analysis, the better likelihood that a development project can be approved by administrative staff. For example, a development project which provides for appropriate land uses, specific landscaping or other performance standards, should be acceptable and quickly approved. Such land uses could move from the third tier explained above, to the second tier, or the second tier to the first tier. Having adopted comprehensive plan and regulations standards gives landowners assurance that objective, consistent standards will be applied to the project, rather than be subject to "conditions" of approval which are often viewed as being inconsistent and arbitrary.

Land use decisions can also be taken out of the political process and handed over to an hearing examiner. Washington State Law authorizes an appointed hearing examiner to consider and make decisions on plat applications, zoning amendments not of general applicability, conditional uses, variances and shoreline permits. The legal effect of decisions made by a hearing examiner can either be recommendations to the elected officials, or final, subject to appeal to the elected officials.

There are several avenues which are used to implement the Comprehensive Plan. Development regulations, such as zoning and land division standards, provide the specific criteria and standards for land uses in the County. Under growth management, development regulations will have to be consistent with the Comprehensive Plan. For example, if an area is designated in the Comprehensive Plan for residential purposes, it would not be possible to designate the area under a zoning ordinance as commercial. In this case, a commercial zoning designation would require a Comprehensive Plan amendment, which could occur no more frequently than one time per year.

The Plan's goals can also be achieved merely by making known the existence of the Plan and what it contains. Distribution of the Plan to other public and private agencies can improve the chance that the Plan will be implemented.

The County can make citizens aware of programs which give incentives to use land consistent with the Comprehensive Plan. Examples of such incentives include the Open Space Taxation Act, State forest and agriculture land tax laws, planned unit developments and grant programs.

Many activities that the County pursues, whether they be educational or physical improvements, are accomplished with the use of State, federal and private grant funds. The ability to access these funding sources depends upon a clear policy document adopted by the

County. This Plan can achieve many of its objectives through active pursuit of grant funds, as well as lessening the financial burden of local citizens.

The capital budget of the County and other public agencies can achieve many of the goals of the capital facilities element of the Plan. Investment in facilities such as roads, utilities, public buildings, parks, and transportation systems has a direct impact on the pattern of County development. Capital budget decisions of the County must be consistent with the Comprehensive Plan, as well as actions of State agencies. Other local public agencies are not mandated to invest in facilities as outlined by the Plan, although they must follow the general land use plans.

Implementation of the Plan must also include monitoring of new developments throughout the County so that the effectiveness of the Plan and growth patterns are determined. The process for review and amendment of this Plan must include active public participation in the process. The process for implementation of the Plan must be designed in a manner which is clear, well-coordinated and understandable.

The goals and policies of this Plan should be achieved first through incentives and public investments, and second through regulatory measures. Regulations should be the least restrictive to private property as necessary to accomplish the goals and objectives of this Plan.

31.08.200 Implementation goals.

(1) Clallam County shall assure that land use plans and regulations do not take private property for public use without just compensation having been made and that land use regulations and decisions are not arbitrary and discriminatory.

(a) Prior to adoption of regulations, the County should incorporate procedures recommended by the Attorney General. The Prosecuting Attorney's Office should be consulted prior to adoption of land use plans and regulations to ensure that they meet the constitutional limits of authority.

(b) After adoption of GMA approved plans, the County should "de-politicize" specific land use development decisions, including consideration of a hearing examiner system and grants of administrative authority.

(2) The Comprehensive Plan, land use regulations and/or environmental analysis should provide clear guidance to landowners and citizens as to the appropriate land uses and standards for development.

(a) The County should review land use decisions which include conditions of approval that are commonly applied and standardize them.

(b) The County should complete an environmental impact analysis of the land use plan and regulations which could allow future developments the ability to use in development of site-specific development projects. When combined with specific performance standards for development, projects that are proposed should be compatible with adjacent land uses and will include adequate protection for the environment. For example, a residential subdivision should generally not be required to complete additional environmental impact analysis when the County has adopted appropriate land use densities, sewage, drainage and traffic standards based on a thorough environmental analysis. If a project meets the standards, then it should be reviewed in a timely manner and considered to be appropriate and protective of the public health, safety, and welfare.

(3) Landowners shall be notified when changes are proposed to land use plans and regulations, such as Comprehensive Plan amendments, rezones or ordinance amendments, including this Plan. The ability of the County to initiate changes to the Comprehensive Plan or regulations should be limited to every five or 10 years except for emergencies or clear public need.

The County shall provide written notice to landowners prior to public hearings on proposed changes to land use plans and regulations, including plans and regulations of general applicability when substantive changes are proposed, including this Plan.

(4) Regulation of private property for protection of the public health, safety and welfare should be the least intrusive to property owners. Where the public desires more public benefit from private property, incentives such as density bonuses, tax breaks, etc., should be provided.

A purchase of development rights program for wetlands and other critical/resource lands that have public benefit should be pursued.

(5) The County and State should work cooperatively to assure that duplication of efforts or permits are not required.

(6) Continuous opportunities for involvement of citizens in the planning process should be provided and encouraged. The public should be educated as to the purpose and benefits of planning and regulations.

(7) To inform interested public and private agencies of the Plan's purposes and goals and enlist their cooperation in its implementation.

(8) To encourage use of State tax relief laws which promote land uses which are consistent with the Plan.

(9) To promote incentive measures which encourage innovative development which furthers the goals of the Plan.

(10) To enact reasonable regulations and amend existing regulations which promote the goals and the land use pattern set forth in this Plan.

(11) To encourage the planning and construction of public improvements which further this Plan unless emergency conditions require otherwise.

(12) Monitor the effectiveness of the Comprehensive Plan. The Planning Director, or designee, shall report annually to the Planning Commission and Board of County Commissioners on growth management issues as outlined in the following table. This report shall be prepared prior, or concurrent with, the County's consideration of any annual amendments to the Comprehensive Plan.

Table 16. Implementation

Category	Monitoring Measures
General	
Population	Total County growth – births, deaths, net migration
Demographics	Age
Development Activity	Land divisions, building permits, shoreline and critical area permits

Category	Monitoring Measures
Funding	Planning Division and Department of Community Development budget
Policies	Report on unfinished agenda (implementation) in Plan – set annual work plan
Resource Lands	
Forestry	Timber harvest levels – private and State; employment
Forest Land Conversion	Class IV forest practice permits – total number, acreage and location
Forest Land Taxation	Changes and additions, including all existing parcels benefiting from open space tax status
Agriculture	Agricultural production; employment
Agricultural Conversion	Residential or nonresidential land development – acreage and location
Minerals	Extraction – quantities, sites, etc.
Urban Growth and Sprawl	
Annexations	Location, acreage, and populations annexed
Population Growth	Within cities, UGAs and rural areas – measurement should be either by estimated population or building starts, and development densities
Public Facilities	Water, sewer and transportation improvements – locations

Category	Monitoring Measures
UGA Locations	Amendments to boundaries
Housing	Multifamily housing starts
Commercial or Industrial Development	Location – inside or outside UGAs; development intensity
Natural, Historical and Cultural Resources	
Water Quality	Surface and groundwater monitoring results
Fish and Wildlife	Health of fish and wildlife stocks
Wetlands	Loss, gain, enhancements – location and acreages
Groundwater	Results of studies on quantity
Floodplains	New development within flood hazard zones
Geologic Hazards	New development within geologically hazardous areas
Solid Waste and Recycling	Program development; collection statistics
Open Space	Tax incentive programs; innovative development options; corridor protection
Historic and Cultural Resources	New site locations; alterations or losses of significant resources
Transportation	
Level of Service	County roads and State highways

Category	Monitoring Measures
Traffic Growth Rates	Average daily traffic
Accidents	Locations
Road/Highway Improvements	Locations, costs
Access	Road approach permits by road type
Transit	Ridership
Airports	Use and improvements
Nonmotorized	Improvements – locations
Finance	Costs per transportation system category; six (6) year improvement plan
Affordable Housing	
New Construction	Average value, type
Demolition	Number and type
Mobile Home Parks	Gains or losses
Economic Development	
Jobs	Jobs per household
Per Capita Earnings	Per capita income
Poverty	Poverty rate percentage of population

Category	Monitoring Measures
Unemployment	Unemployment rate
Business Growth	Building starts or improvements
Regulatory Framework	Timeliness of permit process; improvements to process
Infrastructure	Improvements – location
Utilities	
Electric Service	New service areas
Telecommunication	Improvements – locations, type
Capital Facilities	
Level of Service	Current service levels
Finance	Capital budget; six (6) year financing plan

(13) To facilitate development consistent with the purposes of this Plan by establishing a development permit coordination procedure which minimizes project application processing time.

(14) To encourage renovation and upgrading of deteriorating development to maintain aesthetic values.

(15) To design implementing regulations so that innovative and unique developments are encouraged.

(16) Actively pursue grant funding in order to accomplish the Plan's objectives.

(17) Zoning and other land use regulations shall be vigorously enforced.

(18) Pre-existing lots or parcels which do not meet the minimum lot size requirements of the land use classification in which it is located may be occupied by a use permitted in the zone subject to all other applicable County and State development requirements. In residential zones permitting multifamily dwellings, such multifamily structures shall be permitted only on a lot meeting the minimum standards of this code regarding minimum area required for multifamily dwellings.

(19) Pre-existing, nonconforming land uses should be allowed to expand only through the issuance of a conditional use permit when the proposed expansion is consistent with the policies of the Comprehensive Plan and is compatible with the surrounding neighborhood.

(20) To protect the public welfare, the rights of homeowners to the quiet enjoyment of their homes and lands should be protected in the following manners:

(a) Potentially conflicting uses shall be designated as special or conditional uses. Potentially conflicting uses shall be defined as any uses which could cause adverse impacts exceeding the impact of worst-case placement of a single-family dwelling on the adjacent parcel.

(b) The Zoning Code shall be structured to allow the County considerable latitude in mitigating adverse impacts of potentially conflicting land uses on existing residential development through measures such as, but not limited to, directing development to a specific portion of the property.

(c) If such uses can not be sufficiently mitigated, the County shall have the authority to deny them.

(d) Rezoning of property adjacent to existing residential development shall require a showing of a clear and compelling public benefit.

31.08.300 Comprehensive Plan may be amended.

The purpose of this section is to establish procedures and timelines for amending the Comprehensive Plan, including text and maps, through the annual Comprehensive Plan review process, as an emergency amendment, or as a minor amendment. The Growth Management Act (Chapter 36.70A RCW) generally allows amendments to comprehensive plans,

comprehensive plan maps and associated development regulations only once per year, except in emergencies, in order to allow communities to consider the cumulative impacts of the proposed revisions. As the Comprehensive Plan is a 20-year plan for coordinated development of the County, and the Zoning Code is one of the major implementation tools of the Comprehensive Plan, amendments to the Plan and Zoning Code require careful review of a community-wide need for the proposed amendment. This chapter distinguishes between those types of minor map or text amendments which clarify or simplify the Comprehensive Plan and whose impacts have already been evaluated in existing environmental documents from those types of applications for text or map amendments in which the cumulative impacts must be evaluated.

Whenever necessity, convenience and general welfare require, the boundaries of the land use designations established on any Comprehensive Plan map of this title, and other provisions of this title may be amended consistent with the procedures and criteria in the following sections.

31.08.305 Type of amendments.

Clallam County has identified three types of amendments which are further described below. The determination of the type of amendment shall be made by the Administrator.

(1) Type A amendments are those applications submitted by an individual or group that do not require annual docketing for the annual amendment process. Type A amendments are minor in nature, are proposed to correct obvious map errors or minor Comprehensive Plan map boundary relocations to match property lines, are consistent with all Comprehensive Plan policies and the impacts of the change have already been evaluated by existing environmental documents. Type A amendments may be initiated at any time during the year and are scheduled for public hearing on a quarterly basis by the Administrator to be processed with other Type A amendments; except for the case of an emergency, as determined by the Board of Commissioners, which shall be processed as directed by the Board of Commissioners. All applicants for a Type A amendment must complete a preapplication conference with the Administrator prior to filing an application.

(2) Type B amendments include any minor text amendments for the purposes of correcting obvious errors or clarification of text of the comprehensive plan. Type B amendments may only be initiated by Clallam County in accordance with CCC 31.08.310.

(3) Type C amendments are proposals that do not qualify as Type A or B amendments. Type C amendments must be received by the end of September in any given year in order to be scheduled for annual review in the following year. No Type C map amendment will be accepted by the Administrator unless it meets the minimum zone size requirement for the zone requested, as established by CCC Title 33, if applicable. All applicants for a Type C amendment must complete a preapplication conference with the Administrator prior to filing an application.

31.08.310 Initiation of amendment.

Amendments of this title may be initiated by one of the following methods:

(1) By the application of a majority of owners of property which is proposed to be reclassified; or

(2) By the application of a person to amend the text of this title; or

(3) By the adoption of a motion by the Board of County Commissioners requesting the Planning Commission to act on a specific amendment and to set the matter for hearing and make a recommendation, along with the reason for requesting the amendment; or

(4) By adoption of a motion by the Planning Commission; or

(5) By initiation of the amendment by the Department of Community Development as specified in Chapter 26.01 CCC.

31.08.320 Initiation of amendment application.

An application to amend this title shall be filed with the Department of Community Development on forms prescribed by the Administrator, and shall include fees required under Chapter 5.100 CCC, Consolidated Fee Schedule. If the application is for an amendment to the official Comprehensive Plan map, it shall include a legal description and a map showing the location of the property to be redesignated. A map amendment application must be signed by a majority of the owners of properties proposed to be redesignated.

Applications for a comprehensive plan map amendment shall include the tax parcel numbers, names and addresses of all owners of property proposed to be redesignated or "rezoned" and such other information which the Administrator deems necessary for the Planning Commission and the Board of County Commissioners to make a well reasoned decision. A completed application shall be processed by the Administrator in a manner prescribed by the County Code in accordance with State law.

31.08.330 Public hearing is required.

The Planning Commission shall hold at least one public hearing before taking action on any amendment to this title, and notice of such hearing shall be given as provided in the CCC Title 33, Zoning, applicable to zoning ordinance amendments. If, for any reason, testimony on any matter set for public hearing, or being heard, cannot be completed on the date set for such hearing, the Planning Commission may, before adjournment or recess of such matters under consideration, publicly announce the time and place of the continued hearing and no further notice is required.

Type A and B amendments can be processed throughout a calendar year. Type C Comprehensive Plan amendments can occur no more frequently than once every year. Whenever possible, all proposals shall be considered by the Planning Commission concurrently so the cumulative effect of the various proposals can be ascertained. However, the County may adopt amendments or revisions to the comprehensive plan whenever an emergency exists, as determined by the Board of Commissioners.

Type A and B applications can be filed at any time during the year, will be completed by the Planning Commission within 90 days of filing a complete application, and the Board will process the applications within 60 days of receipt of the Planning Commission. However, Type C applications need to be filed by September 30th to be eligible for processing the following year. The Planning Director shall prepare a report to the Planning Commission in January of each year as to the proposed Type C amendments that are pending. The Planning Commission shall review the amendments and make recommendations to the Board of Commissioners in a timely manner, but no longer than nine months, and shall consider the processing of Type C applications to be a priority, and the Board will process the applications within 90 days of receipt from the Planning Commission. The Planning Commission shall include findings of fact

and conclusions of law upon which its action is based regarding approval or denial of the application.

31.08.340 Notice of Commission's decision.

When the Planning Commission's action is to recommend approval or denial of an amendment, the Administrator shall notify the applicant by mailing a notice of the action of the Commission to the applicant at the address shown on the application. Other persons requesting notice of the action shall be notified in the same manner as the applicant. A copy of the action together with the findings adopted by the Commission shall be forwarded to the Board of County Commissioners within 14 days of said action. The findings shall be made available to the public upon request. Action on all amendments to the Comprehensive Plan or comprehensive land use maps, whether such action is a denial or approval, by the Planning Commission, shall be recommendations to the Board of County Commissioners with the final decision resting with the Board.

31.08.360 Decision of the Board.

After the receipt of the report and recommendations of the Planning Commission, the Board of County Commissioners shall hold a duly advertised public hearing in accordance with the Clallam County Charter and shall take action on the recommendation in the manner set forth in State law and the Clallam County Charter. If the initiator of the amendment withdraws the application prior to the public hearing, the Board of Commissioners shall cancel the public hearing and take no further action on the application.

31.08.370 Required showing for an amendment.

The Planning Commission and the Board of County Commissioners shall determine that a proposed amendment is consistent with all the following criteria before approval:

(1) The proposed amendment is consistent with the spirit and intent of this title.

(2) The proposed amendment is consistent with the spirit and intent of CCC Title 33, Zoning, and with interlocal agreements, transportation, parks and recreation, capital facility, utility, watershed, and other applicable land use and environmental plans and policies adopted by the County.

(3) The proposed amendment will not be detrimental to the public health, safety, and welfare.

(4) The proposed amendment is necessary due to changed conditions or circumstances from the time the property was given its present designation which warrants consideration of a different land use designation. This criterion only applies to comprehensive plan and zoning map amendments.

(5) The proposed amendment will not result in probable significant adverse impacts to the adequacy of public facilities and services including, but not limited to, transportation, sewer, water, storm water, utilities, and parks required to meet urban or rural needs, and will not place uncompensated burdens upon existing and planned services.

(6) The cumulative effects of all proposed amendments have been assessed and determined to be consistent with the spirit and intent of this title.

31.08.380 Periodic Update of Comprehensive Plan

In accordance with the requirements of RCW 26.70A.130 as now or hereafter amended, the Comprehensive Plan shall be reviewed every 10 years and updated to ensure compliance with the current requirements of the Growth Management Act and in response to community needs and desires. To ensure adequate opportunity for public engagement and involvement and full consideration by the Planning Commission and the Board of Clallam County Commissioners, said review should be initiated 24-months prior to the deadlines established under RCW 36.70A.130(4) and (5), as applicable.

31.08.400 Severability.

The provisions of the Plan are severable. If any portion of this Plan or any application thereof to any person or circumstance is held invalid or unconstitutional for any reason by a court of

competent jurisdiction, such provision or portion thereof or any application thereof shall not affect the validity of the remaining portions of the Plan or its applicability to other persons and circumstances.

31.08.420 Repealer.

The Clallam County Comprehensive Plan, Title 31 Clallam County Code is hereby repealed.

31.08.430 Effective date.

This Plan is necessary for the preservation of the public health, safety and general welfare of the people of Clallam County, and shall take effect 10 days following adoption by the Clallam County Board of Commissioners.

The Clallam County Code is current through Ordinance 1032, passed August 26, 2025.

Disclaimer: The Commissioner's Office has the official version of the Clallam County Code. Users should contact the Commissioner's Office for ordinances passed subsequent to the ordinance cited above.

County Website: www.clallam.net

Hosted by General Code.